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HONGKONG, THURSDAY, MAY 9TH, 1901.

ESTABLISHED 1857

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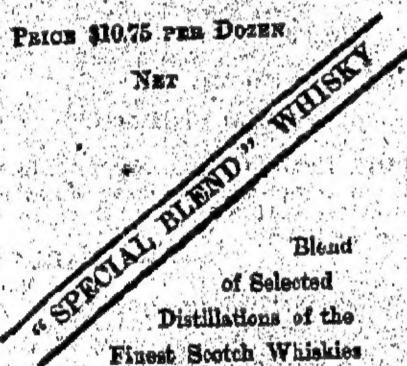
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MANAGER. Hongkong, 3rd Mar. 1901.

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Practical Electrical Testing in Physics and Electrical Engineering, being a Course suitable for First and Second Year Students and others, by G. D. A. Parr, M.I.E.E. Poems of Passion, by E. W. Wilcox ... 2.50 Hintsto Travellers, Scientificand General,

Edited by John Coles, F.R.G.S., 2 The Life of Wellington, the Restoration of the Martial Power of Great Britain, by the Right Hon. Sir Herbert Maxwell, Bart. 2 Vols. Lieut. Col. John Haughton, Commandant of the 36th Sikhs, a Hero of Tirab, by Major A. C. Yeta ... 6.00

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Hongkong, 18th April, 1901.

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TUNG TAL & CO., Engineers and Shipbuilders, &c., 23 Preva East Wanchel Hongkong, 15th April, 1901.

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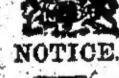
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MEETING of His Majestt's Justices of the PEACE will be held at the MAGIS-TRACY, at 2.30 P.M. on WEDNESDAY, the 15th day of May, 1901, for the purpose of considering the following application:—
From one RUSTOMJEE COWASJEE BAMJEE for the transfer of his Publican's Licence to sell and retail intexicating Liquors on the premises situate at No. 142.

Queen's Road Central, under the sign of "The Stag Hotel," to one Luis MANCEL F. A. HAZELAND, Acting Police Magistrate.

Magistracy. Hongkong, 3rd May, 1901.

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Hongkong, 12th February, 1961.

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J. H. DOWNS. W. OSBORNE, Manager, Proprietor. Man Hongkong, 8th September, 1900.

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SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO. Hongkong, 16th September, 1899.

Hougkong, 2nd July, 1900.

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The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of Cuisine excellent ; under Experienced Ma-

Hongkong, 1st December, 1899.

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Telegraphic Address PRESS-A.B.C. Code. P.O. Box, 33; Telephone, No. 12.

On the 28th April, at . Paya Jambu, Sumatra, the wife of W. PERCY PINCENEY, of a son. On the 5th May, 1901, at Bombay, Sir Dinshaw MANOCKIEE PETIT, Bart., aged 78 years.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkone, 9th May, 1901

It seems probable that there is much exaggeration in the recent reports which have come to us through Japanese sources with regard to Corea. There is no confirmation of the statement that the McLEAVY Brown incident has been re-opened; and certainly none that he has again been deprived of the Commissionership Customs. We cannot imagine that even the Corean Government is so weak as by such action to invite again the disaster only justescaped within the last few weeks. With regard to the French loan, soberer critics are making themselves heard, and the first outery seems to have been without sufficient justification. As it is pointed out, there is no proof whatever that the French Government is concerned, however strong may be the suspicions thereof; and there is no argument to oppose to M. Paviov's declaration that Russia is not concerned in the affair. The money is furnished by the Yunnan Syndicate, which consists of French, Belgian and British capitalists, and Russo-Chinese Bank has no part in the loan. Japan is of course sensitive in all matters concerning Corea, but she cannot expect to prevent Corea from borrowing money when she requires it, especially as she cannot herself well supply Corea's wants at the present moment. As the Japan Mail puts it, Corea is not to be kept in a state of starvation because Japan has not the means to supply her with bread. They are very ill-advised friends of Japan, cular Press of that country talk about the settled.

possibility of war being necessary to counteract "this Franco-Russian move." The suspicion may be justified in time that the French Government is concerned, but proof is lacking, and it is absurd to take the tone adopted by some of the Japanese papers in the matter. When, however, the Japan Mail, after deprecating such an attitude on the part of Japan as her irresponsible advisers would have her take, and stating the only facts known about the French loan, goes on to say that "France's policy in everything relating to Far Eastern affairs has been moderate and conservative of late years," we cannot help feeling surprised, Our contemporary, we suppose, is referring to events in North China and Japan alone. The "moderation and conservatism" of French policy in the South can only be observable to those who live a long distance from the scene. Mere abstention from the more violent methods of aggression does not constitute moderation. In the North, France has been content with more or less silently supporting Russia. In the South slie is playing her own game in a manner to which the epithet "conservative" is the last which can be fittingly applied.

The death is reported from Bangkek of Mr H M. Grigson, late head constable to the British Consulate.

On the 1st of May the Siamese postal department issued a new postcard for China and the Straits, of ten alts value.

At the beginning of the last week of April Lady Curzon's Victoria Scholarship Fund amounted to three lakhs of rupees.

The transport Umia arrived from Calcutta yesterday. It is expected that she will convey the Bengal Luncers back to India.

It is reported from Manila that the war has ended in Marinduque, and complete pacification restored. It is stated from Hocos Norte that General Tinio has surrendered.

During the 24 hours ending at noon yesterday there were reported 15 fresh cases of plague. (14 Chinese, one other Asiatic) with 10 deaths (9 Chinese, one other Asiatic).

Speaking on the 9th ult. on-the subject of alien races in Australia, Mr. Barton said that it would probably be found convenient to bring in a separate measure dealing with each subject. The Asiatic races question is admitted to be the more important of the two, and though Ministers make no official pronouncement on the subject as yet, it is well understood that they are considering the practicability of following the lead of Natal in dealing with thesubject—to exclude from the Commonwealth Mr. Toeg's Fraser ... [35 | those members of coloured Asiatic races who | Mr. Jay's Disquet ... are unable to pass a defined scholastic standard. As regards South Sea Islanders Mr. Barton has already announced on several occasions the Correspondents must forward their names and ad- lines on which he proposes to legislate. He dresses with communications addressed to the Editor, | will regard vested interests in Queensland, but will enact that pending the abandonment of the traffic in Kanakas there shall be no greater number allowed in the State at one time than are now here. The number will have to diminish year by year, until all are sent away.

> Noticing a book called Essens of Islam by the Rev. E. Sell, the Times of India draws attention to the chapter on Islam in China, and says :- There are twenty millions of Mahomedan Chinese, but, unlike in other conntries, Islam in China has bent itself to the national ideals and has become Chinese, not only in habits and manners, but in patriotism and character. The treatment of their Mahomedan subjects by the Emperors of China has been characterised by the broadest teleration; provincial rulers having been often degraded or dismissed for failing to enforce equal, treatment of them by their fellow-subjects. In the presence of this fact, it is impossible not to hope that a somewhat more discreet conduct on the part of Chinese native Christians in their relations with their neighbours of the older faiths would do more to save them from the trials to which they are so often subject than the influence of the Powers of Europe. The discretion will not come, we are afraid, so long as the fact of conversion to Christianity is considered to entitle a convert to the protection of his missionary, who represents the material, as well as the spiritual, resources of

Lieutenant-Governor Sir Frederick Fryer. speaking in Durban to the chiefs of the Southern Shan States, in March, said :- Much has been done to settle the country from a political point since 1895. The boundary between the Shan States and France, and between the Shan States and China (except around the Wa country) has been demarcated, and the danger of frontier complications, owing to doubts about the boundary, has been practically removed. Harmonious relations have been maintained with the Siamese border provinces. There has been a

little trouble at one part of the Kengtung border, owing to the unsettled state of Kenghung, the adjoining State on the north; but the local quarrels in that State have had no evil tory. Under the agreement with China, a Consul has been established at Szemao, and a regular dak between Kengtung and Szemao has recently been established. Friendly com-French - officers stationed on the Mekeng These arrangements should promote the trade between Kengtung and foreign countries. There are no outstanding questions regarding the intern I frontiers of individual Shan States, therefore, who in the English and verna- and inter-State disputes have all been amicably

# SANITARY BOARD.

REUTER'S SERVICE.

TELEGRAMS.

LONDON, 6th May.

RUSSIAN INTERNAL TROUBLES.

Wholesale arrests, and seizures of documents; have been made at St. Petersburg. Several. hundreds of persons have been arrested during the past forty-eight hours. Revolutionary proclamations are scattered broadcast through the

SOUTH AFRICA.

The langer Goedskop, which has long been the base of the Lydenburg commandes, has been captured after some hours fighting by two of Sir Bindon Blood's columns. The enemy fied.

LONDON, 6th May.

SOUTH AFRICA.

The Boers have evacuated their position Hartebeestefontein, and are scattering to the north, west, and south. Commandant Delarcy

is with the southern portion. The total British casualties during April amount to eight officers killed and twenty wounded, 122 men killed and 106 wounded.

SHANGHAI RACES -SPRING MEETING.

SHANGHAL, 7' May.

RACING STAKES (China Ponics). Mr. Marius's Pondur ... ... ... Mr. Burey's Rose of the Roses ... ... Mr. Henry Morriss's Snowberry ... ...

Time, 2.45 3/5. AUSTRALIAN PLATE (Walers). Mr. Four Stars Nightmare ... ... Mr. Bruce Robertson's Mother Superior ... Mr. Jolliskin's Darling ... ... Time, 1.55.

GRAND STAND STAKES (China Ponies). Mr. Black's Diaman The Maori-Danes' Vanity Fair ... 1 Mr. Barff's Tamale ... Timo, 2.9.

SHANGHAI, 8th May.

CHU-KA-ZA CUP (China Ponies). Mr. John Peel's Set Mr. G. H. Potts's Forest King G. H. Potts's Moriturus . Time, 1.31 2/5

SHANGHAI DERBY (China Ponies). Mr. Toog's Conon ... ... Mr. Kanuck Poronai Mr. Buxey's Rose of the Roses

LADIES' PURSE (China Ponies). Mr. Duplex's The Dealer

Time, 2.42 3/5. RACE CLUB CUP (China Pouies). Mr. Rodvet's Chessy

Mr. Ring's Adonis ...

Time, 2.31 4/5.

Mr. Oswald's Dunlea VISITORS' CUP (China Ponies). Mr. Kannek's Ichimura ...

Mr. Toeg's Rio Grande ... Mr. Robson's Loyal.ty Time, 2.47.

FEDERATION STAKES (Walers). Mr. Four Stars' Nightmore ... Mr. Black's Advance Mr. St. Casse's Golden Legend

#### THEATRE ROYAL.

" A VILLAGE PRIEST" and "NIOBE.

A Village Priest, by common comsent, doubtless be conceded to be one of the most successful plays, if not the most successfulstaged by the Brough Company during the season which closed last night. Such deep passion and emotion have probably never been seen in any previous production at the Theatre Royal, and that the andience was an appreciative one was shown in the alsolute stillness that reigned during such time as the stage was occupied. Indeed, so realistic was the whole play that it was hard at times to realise that one was not an unseen, unsuspected witness of a tragedy in everyday life. The performers, one and all, excelled themselves, and Mr. Brough, in his character of L'Abbe Dubois, carried his audience with him from the rise to the fall of the curtain. H.E. the Governor, Lady Blake, and party were included amongst the andience.

Last night the Brough Co. made their farewell appearance in the popular comedy-farce Niebe, in which very different talents were required from those exhibited the night before. Nevertheless a great reception awaited them. and there was no neitations shown in the sendoff to this beyond a doubt the eleverest company which has ever visited Hongkong. Robert Brough made a parting speech, in which he expressed the thanks of the Company for their reception in Hongkong.

As an honour to the memory of Ex-president Benjamin Harrison, of the United States, whose death was officially reported vesterday. acting Consul-General, received an order by: about the conversion of a matshed their respective quarter-decks, and during the had no power of ght to ove his patients. thirty days officers of the U.S. Navy and Marine will wear the badge of mourning attached to it would be the best way to express our

# SPECIAL MEETING OF THE

A special meeting of the Sanitary Board held yesterday afternoon at four o clock to come sider a suggestion by H.E. the Governor to leb plague patients in Yaumati ba in their own houses, under proper supervision. The President (Hon. W. Chatham, Marie

Director of Public Works), occupied and there were also present the May. C. M. G. (Vice-Presument Bel (Principal Civil Medical Offices of Realth), Dr. Clark (Medical Officer of Health), Lieut. Col. Hughes, R.A.M.C. Mr. A. W. Browin (Registrar General), Mr. E. Osborne, Mr. Fung W. Chun, Mr. Chan A Fook, and Mr. G. A. Woodcock (Secretary to the Board). The SECRETARY read the following minute

from H. E. the Governor :- "In Hainan the doctor treated his plague patients in their own houses, and so saved a considerable percentage. The number of cases was not sufficient to form the ground for a working theory, but the doctor said, in answer to my enquiry, that the disease had not spread to the other immates. I suggest for the consideration of the Sanitary Board that it may be well to try the experiment in Yaumati of permitting cases of which timely report has been given to betreated in their own houses, and, if they desire it, by Chinese doctors. The experiment could be closely; watched, and of a spread of the disease to the other inmates, the permission could be with drawn. It seems to me the only course promising any hope of assistance from the Chinese, without which, in a town situated like this there is but slight hope of controlling the

The PRESIDENT was of opinion that, from the patients' point of view, it could make very little difference where they were treated. The disease appeared to be developing so rapidly and the rate of mortality was so high that it almost made no difference where a patient was treuted-at his own home or elsewhere. From his personal knowledge of Chinese quarters in the city, in Yaumati, and elsewhere, he thought the method recommended for treating patients suffering from infections disease would not be found practicable, especially where people were crowded together. There was no sub-division of the houses, and consequently no means existed of isolating a patient. The proposal, concluded the speaker, did not recommend

itself to him. Dr. CLARK suggested the establishment of a small hospital at Yaumati. The Sanitary Board already possessed a small matshed there which could be adapted to the purposa. There was no reason why patients should not be saved the discomfort of being carried to set the har-bour and conveyed to Konne when The matshed could easily be freed up for the purpose, and if the people could be induced to report cases of infectious disease, four or five per cent. more might possibly be saved. The fact of patients having to be carried across the harbour seemed to deter people from reporting cases. As to the recommendation, Dr. CLARK thought their Chinese colleagues might express their views.

Lieut. Cel, Hughes-Do you make any pro-

Dr. CLARK-I am prepared to move that the Board recommend the Government to utilise the Sanitary Board matshed at Yaumati for the treatment of patients, provided they can get the services of a doctor from the College of Medicia to take charge of the

Lieut.-Col. HUBHES-I second that. Mr. OSBORNE, dealing with the recommendation of H.E. the Governor, said that if adopted it would result in a very drastic change in the steps hitherto take to combat plague, and ho thought it rather last in the day to introduce that change. He thoroughly agreed with the President in saying that they ought not to support the recommendation. In Hainan the doctors saved a considerable percentage of cases, but there was not the slightest doubt the doctors in Hongkong could do the same if they got the patients in time. A Chinaman, when he got fever imply went and lay down until it had developed into plague; then he was removed by his friends to Canton, or wherever his home was: more often, however, he was allowed to die and his body afterward dumped into the street. After dealing with similar poculiarities of the Chinese where a question of illness is concerned, Mr. Osnorne concluded by again saying that he thought it inadvisable to introduce at present any such step as that suggested by H.E. the Governor for the treat.

ment of plague patients. Mr. May agreed with what Mr. Osborne had said, and thought that the Sanitary Board at any rate might congratulate itself on the fact that since the plane outbreak of 1894, which took them unawares, plague had no cer got out of hand. That was more than could be said in India, where, he believed, the authorities had had to give in to native prejudices and practically admit themselves defeated. though plague in the colony was pretty bad, it was not nearly so wad as in '94, when it was allowed to grew to alkery serious extent before they knew anything about it. Therefore, he believed in leaving well alone and in profiting by what experience had taught them. Mr. BREWIN asked if the Medical Officer

Health could give the percentage of deaths. Dr. CLARK reflied that the number deaths last week was 65 per cent. There had been an increase in the number of unidentifed Mr. Fung WA Chun, in answer to Mr.

Osborne, said he shought the Chinese were quite willing to report /their cases, but admitted that coolies were in the habit of hiding them. Though not quite in favour of the suggestion to treat patients in their own houses, he thought it might be given a trial, In Canton, where such treatment had been tried, only one gase out of nine had ended fatally. He suggested that the Board should write to the British Consul at Canton to enquire if such was the can

Dr. BELL wis of opinion that the recommendation of HE. the Governor should not be supported neither now nor at any other time. He detailed how cases of infectious disease were treated in hospital, and maintained that the same methods were impossible in a house -it might be a watchman's, or perhaps a rice shop. Further more, there was no possibility of having proper supervision. There might be a dozen ases, or fifty, or a hundred. and how they were going to exercise supervision he entire sailed to see. He therefore consequences in the neighbouring Shan terri- the men-of-war in the harbour yesterday fired ithought the Statery Board would make a guns at intervals of half-an-hour from sunrised great mistake if they held out any hopes of to sunset. Capt. B. H. McCalla, the senior ever adopting the recommendation, which was naval officer in port, received an order from one they should set their faces strongly Manila to this effect, and Mr. W. F. Aldricht against. He had heard something said munication is also maintained with the proclamation from Washington to the effect an hospital. To that proposal he had no munication is also maintained with the proclamation from Washington to the effect an hospital. To that proposal he had no proper that the flag on the Consulate was to be half objection; provided there would be proper mast for a medical supervision, either by himself or by been flying thalf-mast for the past three Dr. Thomson to the treating of patients in their own houses, he would strongly oppose it. Hainan was in China and there the doctor

The Present Well gentlemen, I think opinion of this coposal by taking a rote. 1

inion against it. De Ball I propose a resolution to the board of the Hendelme that the Glengyle was Meet that the Board do not think it would be invisible to carry out the auggestion. Mr. BERWIN-I think you might add, " ustree of The PRESIDENT-I second Dr. Bell's pro-

Air. Max expresed the opinion that he did not believe the statement of the doctor in Hainan, nor did he believe that of Mr. Fung Wa

Chun about the nine patients in Canton

Mr. Funo WA CHUN-It was told me by

On a vote being taken, Dr. Bell's motion was carried. Mr. Brewin was the only member who voted against it.

Dr. CLARK's motion that the Sanitary Board matshed at Yaumati be converted into hospital, which had been seconded by Lieut. Col. HUGHES, was then put to the meeing: Dr. BELL-There is one thing to say about

that. Where are you going to but the people who die in the matshed ? Dr. CLARK - They would be brought across

Mr. OSB RNE-Plenty of space of Kowloom On a vote being taken, the motion was carried

The PRESIDENT intimated that the proposal put forward at last ordinary meeting of the Board to increase the number of men on duty to patrol the streets and prevent as far as possible the dumping of dead bodies therein had been sanctioned. If available, an additional number of men would be obtained from the military to essist in the patrol

Mr. Fung WA Chun proposed the erection of an hospital matshed in Wanchai. He thought it was necessary to have one, away with the carrying of people through the streets up to Kennedy l'own. Whitst on the other was first seen. The course of the that point, he might say that he had seen the private effects and clothing people carried right along caine Road close to the residences of Europeans. Therefore he begged to propose that matshed be erected in the district he had named.

Mr. OSBORNE seconded. He also was opposed to the carrying of patients through the streets, and thought that the continual sight of dead-boxes and ambalances was inimical to the public health. In his opinion, it was very unwise atways to hold before people's this unnecessary evidence of the existence of

Dr. BELL was not in favour of the proposal. There was already a good hospital in Wanchai, besides a mortusry where bodies could be effectually dealt with. Further, he did not think the presence of dead-boxes in the street had any serious effect upon apyone. He himself had seen Chinese taughing and smiling whilst one was being carried past, and he rejected the suggestion that the practice tended to cause plugue. Reverting again to the proposal for the erection of a matshed in Wanchai. Dr. Bell said that if he were a resident in that district he should oppose it tooth and nail.

T. PRESIDENT supported Dr. Bell in his objection to the proposal, and said that they already had an admirable hospital at Kennedy Town, where patients would have to be carried under any circumstances.

Mr. Osbokne-We recommended the same thing tast year. Dr. CLARK-Yes, but last year saw the Wan-

Dr. BELL again spoke, and referred to the difficulty that would be experienced in getting servants. An ordinary coolie was now getting for work at the hospitals \$15 where he should only be getting \$5, and washermen and cooks were getting \$20.

On a show of hands, five voted against Mr. Fung Wa Chun's proposal and four in favour

In reference to the Poposed hospital at Yaus mati, Mr. MAY asker now the supervision would

lar to that in the Tung Wa branch, and would be conducted by a European doctor.

SUPREME COURT:

Wednesday, Sth May.

This was all the business.

IN ADMIRALTY JURISDICTION.

REONE HIS HONOUR SIR JOHN CARRING TON, Kt., C.M.G., COMMANDER BLACK-BURN, R.N., CAPTAIN ANDERSON, AND ASSESSORS.

HANGCHOW "-" GLENGYLE "- COLLISION -CROSS ACTION FOR DAMAGES,

This was a cross-action for damages, for collision, between McGregor Brothers and Gow, owners of the steamship Glengyle, and the China Navigation Company, Limited, owners. of the steamship Hangchow,

Mr. Francis, K.U. (instructed by Messes. Johnson, Stokes and Master) appeared for the Hangehow, and Mr. Sharp (instructed by Messrs. Deacon and Hastings) for the Glengyle Mr. Francis said that as the suits had been prepared rather speedily, and as there was no time just then to go into arguments, Mi Sharp and himself had agreed to simply put in the evidence, in order to let the Glengyle get away, and take the arguments afterwards There were four preliminary acts, two for each suit. These preliminary acts were substantially the same, and that for the Hungchow was as

Names of ships which came into collision, and the names of the masters-The steamship Hangchow (Joseph Pearce, master) and the steamship Glengyle (Temperley Darke, master). Time of collision-About five o'clock in the afternoon of 21st March, 1951.

Place of collision-In the Harbour of Hongkong, at a point about half-way between the easternmost buey of the Messageries Maritimes and the Canadiau Pacific buoy, and a little to the north of a line joining the two buoys, The direction and force of the wind-About E. N. E., light, force about 2. State of weather-Fine weather.

State and force of tide-Young flood, about five hours before high water. Current running from east to west, about one to two knots. Course and speed of the ship Hangehow when the other ship, Glengyle, was first seen-Nearly due west, heading for the C. P. B. buoy, speed about six knots; engines at half-speed. The lights, if any, carried by the Hangchow

-None ; collision in the day time.... The distance and bearing of the other ship when first seen-About half a mile off and about 11 to 2 points on starboard bow; apparenty lying at the P. & O. bnoy.

The lights, if any, on the other ship which were first seen-None; collision occurred in

there is a pretty general consensus of Glengyle gave a short blast with her whistle and it was then notless for the fivet time on ander weign. A collision was then inevitable, and the order was given on board the Hangehore to post hard, to go full speed setern, and to let p both anchors. Both anchors were promptly le go first the starboard, then the pott. The engines were put full speed astern, and the

helm but hard over! Larts of each ship which camp into collision-The stern of the Glangele tame into collision with the starboard bow of the Hasegehore, about five or air feet from the stern.

What fault, or default, is attributed to the other ship-(1) Went of proper took out; (2) failure to blow a long blast on the whistle when the Hangelow came in sight passing Kowloon Point, to give notice the was under weigh; (3) failure to five the commant required by the Hatbour Elegulations to be flown when antering a fairway; (4) porting instead of stavboarding when a collision was imminent (6) not stopping or reversing her engines Mr. Francis also read the preliminary at

the Glongyle, which was as follows The names of the ships which pame into collision and the dames of the masters-The steamkhip Hangchow (Joseph Pearce, master) and the steamship Glengyle Temperley Darke. Time of collision-Thursday, 21st March.

1901 at about five o'clock p.m. Place of collision I thour of Victoria, half. a ship's length from the easternment M. M. baov, which was bearing about S. E. Direction and force of what Easterly, about

State of weather-Fine and blear! State and force of the tide-Flood tide, run-The course and aneed of the ship when Glengyle was due E.S.E., and her speed two.

to three knots. The lights, if any, exerted by her-No lights, t being broad daylight. The distance and bearing of the other ship

when first seen about one knot distant, and bearing about two points on the port bow. The lights, if any, on the other ships which were first seen-No lights; daylight The lights, if any, on the other ship, other than those first seen, which came into view

before the collision No lights; daylight. The measures which were taken, and when to avoid a collision-The Glengyle blew a prolonged blast on two occasions—the first when the Hangelow appeared to be making across her (the Glengyle's) bows, and the other when the Hangchow failed to alter this course. When the collision appeared to be mevitable, the engines of the Glengyle were put full speed

The parts of each ship which came into collision-The stern of the Glengyle and the star-

board bow of the Hangelion. Which fault, or default, if any, is attributed o the other ship - The Hangehow, which had the Glengyle on her (the Hingehow's) statuoard side, did not keep out of the Glengyle, as required by Article 19, of the Regulations for Preventing Collisions at Sea; the Hongchow endeavoured to cross shead of the Giengyle.

centrary to Article 22; the Hangchow did not slacken her speed or stop or reverse, as required by Article 23; the Hangchow did not keep on that side of the fairway mid-channel which ran on her storpoard side, as required by Article

Hon. Basil Taylor (Acting Harbour Master) was called by Mr. Francis and examined at great length on technical points dealing with courses, positions of buoys, etc. Mr Sharp cross tramined

Captain Pearce, of the steams up Hungolious said his second officer was on the bridge all the way up the Lyeemun Pass til the time of the collision; the chief officer was also on deck Dr. BELL said the supervision would be simi- to keep a look-out. Down in the sagins-room the second engineer was on watch and the blist engineer standing by ready for duty if the quired. The deck log was a rough book and entries were usually intide in pencil. The entries in the rough log for the helf hour preceding the collision and at the time of the collision were made some time ofter the socident by the chief officer. The book produced was the rough deck-log, the second one produced was the ship s log made up from the rough log by the chief officer, and the third log produced was the official one kept by witness. In the engine room the man on watch entered up the rough log in pencil, and the official one was kept by the chief engineer and entered up from this log.

By Mr. Sharp Witness had known the harbour of Victoria for about fourteen years; he had been connected with his present company for ten years, and with the exception of lifteen months, had all that time been running in and out of Hongkong. He had been a captain for six years. Until the accident he had considered the line of buoys containing. amongst others, the M. M., the P. D. O., and the Austrian Dloyd buoys, to be in the middle of the Northern Fairway. Witness was aware that anchoring was not allowed in any of the Pairways, but had seen ships suchdred immediately to the south of the line of buoys mentioned sithough a track was generally left clear. He was unable to reconcile this unchoring of chips in this " neutral zone" with the regulations already spoken of prohibit ing such anchoring On the cocation of the accident he dropped his anchor a little to the porth of a line joining the M. M. and the C.P. R. buoy a place he considered part Northern Fairway. It was a case of emergency.

### ROYAL HONGKONG COLF CLUB.

CAPTAIN'S OUP AND SILVER MEDAL FOR MAY. Bad weather once more attended the meeting. and only tures cards were in consequence.

CAPTAIN B CUP. Mr. J. H. T. McMurtrie .. 84 9 84 E. J. Grist

Lient J. A. Moreton, R.N. 93 JA 79 Mr. J. H. T. McMurtrie .. 84

E.J. Grist (14 outsies) 91 , 6

The C.P. B. steamer Empress of China left Vencouver or Tuesday, the 7th insta for Honey kong var the usual Japanese ports of call

The French transport New Fou the 1st inst arrived at Singepora from Ponkin The lights, if any, on the other ship, other and is expected to bunker there before resum-

than those first seen, which came into view ing her voyage. It was while this vessel was before the collision-None; collision occurred lying at Naguaski that a fight arose between The measures taken, and when, to svoid a the Nive and British bloe sekets of H.M.S. cellision - When the Hangchow had approached Barteur; resulting in the murder of one of the to within about 300 yards of the Glengyle, the latter, while another subsequently died,

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a special meeting of the General Committee of the Hongkong General Chamber of Commerce, held at the Chamber Room, Oits Hall, at noon on the 27th April .- Present Bir Thomas Jackson (Chairman), Mr. C. S Sharp (Vice-Chairman), Hon. J. J. Keswick. Mesars. W. Poste, R. L. Richardson, N. A. Siebs, H. E. Tomkins, Hon. J. Thurburn (ex officio) and R. C. Wilcox (Secretary). THE CHINESE TARIFF AND THE PAYMENT OF

THE INDEMNITIES. The Chairman said that the meeting had been called to discuss a very important matter. H supposed thay had all read the letters from the China Association which had been circulated There was no doubt that some of the Powers were very anxious to get their indemnity, and several of them would not object to a sacrifice of commercial interests so long as they got hold of the hard cash. One Power not much interested in sea-borne traffic would be rather glad to see an increase of the tariff, as it would holp to divert some of the China trade overland. This would give her a great advantage and would work to the detriment of those Powers engaged in the maritime trade. He thought they should set their faces steadily against any increase of the tariff until there was a clear guarantee that all abuses in the levy of taxation on trade would be permanently done away with. After discussion, it was eventually decided to send the following telegram to the agent of the Hongkong and Shanghai Banking Corporation at Peking before addressing one to London :- " Before wiring Chamber of Commerce, London, Chamber Commerce Hougkong would like to know if it is true that some of the Powers are advocating immediate increase Chinese Customs Tariff with a view to facilitating raising of indomnity loan, leaving all other outstanding mercantile grievances unsettled in the mean-

REUTER'S POLITICAL TELEGRAMS. The Secretary said that Reuter's agent here had shown him a letter from their Shanghai agent, in which the following passage occurred :- "I shall also be glad to have a copy of the agreement with the Chamber at Hougkong and to know if you think it would pay more than it does if we increased the service from Bombay, as we may shortly do; for the Daily News and Mercury here," He had looked through the records, but could find no agreement, if any existed. It was made. if made at all, in 1877, but some of the annual reports in the sixties and seventies were missing. Did the Committee think that an increase could be given for a better service? Would subscribers be prepared to pay a slightly enhanced subscription

The Chairman said he thought that to secure an improved service they should certainly be ready to pay an increased subscription. It was one of the objects of the Chamber to secure prepared to pay an increase for a better service. even if the service was again run at a slight loss.

The Committee generally were of opinion that an augmented service was worth paying for even if it became necessary to raise the terms at which the messages were supplied to aubscribers.

Ultimately it was left to the Secretary to find out the extent to which it was proposed to increase the number of words telegraphed and the amount of increase in the monthly subscription required by Reuter.

The following correspondence was su mitted: THE CHINESE TABIFF.

Hongkong, 25th April, 1901. To the SECRETARY,

Hongkong Chamber of Commerce.

I am directed by my Committee to forward to you enclosed copies of certain letters and telegrams which have passed between the Hongkong and Shanghai Branches of the China Association and the London Branch of relative to the question of Tariff Revision. It is hoped that your chamber may see fit to co-operate with the China Association in endeavouring to prevent any settlement of the question calculated to prove detrimental to

British interests in China. It will be esteemed a favour if you will be good enough to communicate to my Committee the views of the Chamber of Commerce on this most important subject, and to let them know what, if any action it is proposed to take. I am, Sir, yours obediently.

(sd.) M. STEWART. Hon. Sec., China Association.

China Association. Shanghai Branch, 3rd April 1991. J. J. FRANCIS, Esq. K. C. Chairman, Hongkong.

DEAR SIR. I am instructed by the Committee of this Branch to forward to you the enclosed copy of a Memorandum for the consideration of which a meeting is called for to-morrow afternoon; the decision of the Committee as to the action to be taken will in due course be com-

municated to you. The Memorandim explains itself, and I need not occupy time in enlarging upon it. subject dealt with is of such importance that it is trusted that your Committee will co-operate in wiring to London urging that the strongest possible protest be entered against any basty action in dealing with the Tariff in the manner which seems to be proposed; such action would be grievances.

Though until our meeting is held, I am unable to say what will be the action token here. our telegram to London will probably be on the lines of the following draft, which will be submitted to the meeting :-- " With reference to the indemnities we have good reason to believe guaranteed loan secured by the simple process of Government have been restored in the of raising the tariff to 10 per cent. Strongest country. possible protest should be made against any hasty action in the treatment of the tariff calls for action as speedily as possible, thereby endangering development of trade and | ought to be considered in full committee meetdestroying only available lever for procuring ing; a meeting to day is impossible, and toredress of existing grievances. It should be morrow, being mail day, is incovenient, will the service for the indemnity out of existing native | at 3 p.m. P. sources of revenue, which are known to be canable of adequate expansion under honest administration. Present conference of Ministers is enimently unsuited for the settlement of complex commercial questions in which several have no interest. England should use every effort to reserve such settlement by leading

Commercial Iowers later. This of course will require a good deal of pruning and adaptation to code exigencies, but it represents the general sense of the message which the Committee will probably adopt. I am, Dear Sir,

> Yours faithfully, LEONARD KERR. Secretary.

MEHOBARDUM. I have information from Poking that some of the Powers, either because they have no tion: that to enter on such discussion will resistance.

Committee, that at the time of China's fin- end. ancial difficulties after the Chino-Japanese war, a similar proposition was put forward and was urged by Li Hung-chang during his European tour in 1896. The plausible argument put forward was-Double the Tariff, and there is the money. It will be remembered also that the Chambers of Commerce here and in Hongkong, as well as the Committees of the Association in both places and in London, vigorously protested against this "easy solution," the standpoint being that, whilst merchants in China were quite willing that the Tariff should be revised in China's favour, yet that a quid pro quo was necessary on thina's part, securing her more henest fulfilment of the Treatics and redress of existing grievances of irregular inland taxation-that, in fact; the concession of an increased Tariff should be used as a lever for relieving trade from its present

hampered conditions. The point was considered to be of such importance that the Chamber of Commerce and the Association combined in sending a special delegate to Peking to arge the views of the Shanghai community upon the Ministers, and I had the honour of undertaking the work. From interviews that I had with Sir Robert Hart I am certain that the "easy solution" was of his fathering, and Li Hung-chang was of course keenly urging it. It is very probable that the reported present inclination of the British Government to agree to the "eney solution" is not unconnected with the repre-

sentations of Sir Robert Hart. On the other hand, my information is that the British Minister is completely opposed (personally) to the "easy solution." His desire is altogether to separate the commercial negotiations proper from the present " peace negotiations; for this purpose he desires that China be asked to provide the revenues for the indemnities by handing over the proceeds of certain existing revenues, viz : Salt. Native Customs, Rice Tribute, &c., up to the amount required for the service of the indemnity; this need not involve, in the first instance at any rate, direct foreign control over the administration of these revenues, though such control might beheld in terrorem over the heads of the Chinese, should they fail to make the required payments. The idea is, in fact, that under the stimulus of necessity the Chinese would themselves extract a sufficiency of revenue from these sources, in the same way us, under Bir Rebert Hart's advice, they have extructed a sufficient inrease from lekin revenue in certain provinces (in which provinces, and at whose expense, we needn't go into at present), in order to elude the control which was contemplated when cer tain provincial lekins were included in the guarantees for the 1898 Loan. Sir Ernest Satow, I am told, is opposed to the raising of a "collectively guaranteed loan," his view being that the indemnity due to each State should form a debt due to it by China, on which she would pay interest and amortisation until complete redemption; possibly this may be going too far as a representation of Si Ernest's views, but any way his main point is to provide, if only temporarily, for the service of the indemnities without touching the big questions affecting foreign trade, so as to leave them to be dealt with carefully and deliberately

on their own merits after the "peace" negotia-

tions are over.

Plainly, I think we must all agree that this policy of the British Minister is one which the Association should stronuously support. To settle the indemnity question by a stroke of the pen imposing a 10 per cent. ad valorem duty in lieu of the existing tariff would mean giving away the only leave we have for obtaining redress of existing grievance as to leken. Inland Navigation, &c., and to commit to the representatives of eleven Powers, most of which have no commercial interests worth speaking of, the settlement of commercial questions in which the future trade of China is involved, would be, on the part of Great Britain, simply suicidal I would suggest to the Committee that we should take immediate action in this matter; we need not commit ourselves to any definite proposals as to how the service of the indemnity should be provided: that, perhaps, would be going beyond our province; we might, however, urge that pressure be brought to bear upon Chins to provide for the service of the indemnity out of existing sources of revenue, distinct from foreign trade, which under more careful and honest administration are known to be capable of adequate expansion; in any case the point upon which we ought to lay stress is that the actual and potential development of British trade should not be jeopardised by any hasty and ill-considered scheme of increase of the Customs' Duties, which would merely aggravate existing anomalies, and deprive us of the only lever for extracting from the Chinese the redress of grievances which hamper both the productivity of the Empire, and the having hardly any commercial interests in

absolutely fatal to commercial interests, and growth of foreign trade and shipping. We would entirely give away the only lever which might add also that the present Conference of we possess for obtaining redress of existing Ministers, in which representatives of Powers China appear to have an equal voice, cannot be regarded as a satisfactory instrument for conducting complicated commercial negotiations. and that the British, Government should there fore make every effort to keep such negotiations apart for future settlement by the leading that certain. Powers propose international commercial Powers as soon as normal conditions

The matter is one which, though I think it

It will, I think, be desirable to invite the Hongkong Committee to co-operate with us, and perhaps the Committee will agree in my sending a copy of this Memorandum to Hongkong by the out-going mail. J. G. Dudgeon, Chairman.

Shanghai, 2nd April, 1901. China Association, Shanghai Branch, 8th April. 1901. J. J. FRANCIS, EBQ., K.C.,

Chairman, Hongkong. DEAR SIR. Confirming my letter of Srd instant, I Majesty's Government in the matter, now beg to inform you that at a meeting of this Committee, held on 4th instant, it was decided to send the following telegram to the London Committee :--

"With reference to the indomnity there commercial interests, or because they are in a 18 every reason to believe that certain

hurry to get their money out of China, are | powers propose an international guaranteed urging that the question of the payment of the loan secured by the simple process of a indemnity should be settled by a loan collectively | drastie tariff increase strongest possible protest guaranteed by the Powers, and secured on a should be made as although increase tariff is drastic increase of the Customs Tariff. They admissible such hasty action in the treatment are urging. I understand, that such questions of the tariff destroys the only available lever as Tariff regision, abolition of lekin, the creatfor the redress of present grievances, besides tion of new sources of revenue, &c., are all too mensoing trade expansion; pressure should be complicated for discussion in the present situa- brought to bear upon China to provide service indemnity from existing sources of native recause the negotiations to drag on indefinitely, venue, which, honestly collected, are known to and that the concert will not be able to endure be capable of adequate expansion; the present the prolonged strain. It is also stated that the conference of Ministers of eleven Powers, several British Government shows signs of being in- of whom have no commercial interests, is clined to agree—the solution of the difficulty eminently unsuited to settle complex commercial being an easy one, as following the line of least questions which should be reserved for future settlement later by the leading commercial It is no doubt within the recollection of the Powers. Every effort should be made to this

Trusting that your committee will see its way to co-operate in this important matter, I am, dear Sir.

Yours faithfully. LEONARD KER, - Secontary.

Hongkong & Shanghai Banking Corporation. Hongkong, 20th April, 1901. J. J. FRANCIS, Esq., Chairman, China Association, Hongkong Branch.

DEAR SIR. As requested by you to day we have wired our London Office as follows :-"Following wired at the request of China Association, Hongkong Branch. They fully concur in Shanghai wire 4th April. Urg strongest possible protest against increase tarif except on condition total abolition abuses in-

ternal revenue, lekin; &c."

Yours faithfully. H. W. FRASER, p. Sub-Manager.

Hongkong General Chamber of Commorce,

Hongkong, 3rd May, 1901. It having been brought to the notice of this Chamber that a movement was in progress at Peking, favoured by certain of the Powers, to settle the question of the payment of the indemnities by thing through a toun guaranteed by the Treaty. Powers and scoured by an increase of the Chinese Unstoms Tariff from 5 per cent. ad vatorem to 10 per cent., the Committee lost no time in securing corroboration of the report, and then telegraphed to you as follows to-day:

Chamber Commerce, London. "Referring Chinese Indomnity, it is proposed

by certain l'owers to raise guaranteed Long secured by doubling Tariff. This Chamber most earnestly submit Government should on no account agree any increase existing Tariff unless accompanied by substantial redress grievances connected legis and other internal taxation, and satisfactory sectlement question nland waters navigation.

"T. JACKSON, Chairman. "Hongkong Chamber Commerce." PRESIDENT. London Chamber of Commerce.

3rd May, 1901. The Committee are not opposed to the idea of raising the Chinese Tariff per sc, but they entertain invincible objections to making such concession without obtaining simultaneously the most absolute guarantees for the rodress of existing mercantile grievances and the apolition of irregular inland taxation. The increase of

the Tariff should be regarded as the quid pro que for the abolition of ickin, the merging of the native-managed into the Foreign Customs and their collection by the staff of the Imperial Maritime Customs, together with the per: munent removal of the numerous inland parrier stations at which such duties are now collected on imports until they reach the point where the burden of taxation renders thein unsaleable. If any increase of the Tariff is concerted before the questions connected with collection are satisfactorily settled, there will be no chance of obtaining such settlement later on, for we shall have parted with our most cogent argument in advance. The difficulties in the way of the realisation of our demands are already sufficiently great; the provincial officials will stremuously oppose the abolition of lekin and the barrier dues, which have for many years been their main sources of revenue, and they will only yield on its being shown that this loss will be made good to them

out of the increased Unstoms revenue. The danger that now menaces commercial interests is that those Powers whose sea-borne commerce is on a very timited scale are distinetly inclined to support any scheme which will serve to secure the prompt payment of the indemnity claimed by them from Caina. They can view with something more than equanimity the diversion of some of this traffic overland in consequence of the enhanced duties, especially if it passes through their territory, and this equanimity will not be disturbed by the conside ration that the bulk of the increase in the Chinese Tariff will have to come out of the pockets of Anglo-Saxon and German merchants

and manufacturers. in view of these facis, therefore, and the certainty that any reforms in the Chinese methods of taxation must be made prior to the increase of their Tariff, I beg to urge upon your Committee the necessity of an early and energetic appeal to the Foreign Office to stand firm against any and all attempts to come to a premature and disastrous arrangement with regard to payment of the indemnities. So far as the Treaty Powers interested in the sea-borne commerce with China are concerned, they would prefer to wait indefinitely for their indomnity rather than barter away the prospects of future trade for the sake of its prompt liquidation,

Trusting that your Committee will fully appreciate the urgency of the question and its important bearing on trade with China. I am, Bir, yours faithfully.

T. JACKSON, Chairman. Hongkong General Chamber of Commerce . Hongkong, 3rd May, 1901.

I beg to acknowledge recipt of you letter of the 25th ult., transmitting copies of certain letters and telegrams which have passed between the Hongkong and Shanghai Branches of the China Association and the London Branch, relative to the question of proced that China be pressed to provide the Committee meet at my office on Thursday the revision of the Chinese Tariff, and expressing the hope that this Chamber will co-operate with the Association in endeavouring to prevent any settlement of the question in the direction of increasing the Tariff without first securing guarantees for the abolition of the abuses connected with the collection of duties.

In reply, I am instructed to enclose, for the information of your Committee, copy of telegram despatched to day to the London Chamber of Commerce and of a letter sent to that body by the following mail. Trusting that the efforts taken by the Asso-

ciation and the Chamber may not prove without influence on the action of His Britannie I am, Sir, your faithfully WILCOX, decretary.

MURRAY STEWART, Esq. Hon. Secretary, China Association, Hongkong. LATE TELEGRAMS. NEW VIA BANGOON.

THE WAR IN SOUTH AFRICA.

Calcutta, 22nd April. RECENT CASUALTIES.

The recent casualties for South Africa are as follows :--12th April: killed, Major Twyford, 1st Royal Scots. "14th April: severely wounded, Captain Spot

tiswoode, 7th King's Royal rifles. Ried of phthisis, Lieutenant Lovery, Roberts' Horse. 15th April: slightly wounded: accidental, Lieut. Bergue, 9th King's Royal Rifles; slight-

ly wounded, Capt. Barlow, 2nd Essax. 17th April : killed, 2nd Liout, the Honour able A. Macdonald, 9th Lancers, Capt. Stapleton Bretherton, Imperial Yeomanry. The following prisoner has been released Lient. Wolselay, 1st East Lancashires; he was severely wounded, but no date is given of the

occurrence. Capt. Daly, 4th Burma Battalion, died at Cooncor yesterday of stopping of the heart's Calcutta, 23rd April.

ROTAL INDIAN MARINE THANKED. The Government of India have formally expressed to the Director of Royal Indian Marine their cordial acknowledgment of the ability and energy displayed by him in making arrangements for the despatch of troops to South Africa in 1899 and 1900, and have requested that their thanks be conveyed to the other officers also.

London, 24th April BOERS ASSIST POLICE. 25 surrendered Burghers co-operated Standerton with the police in surprising the Boers at Newdenmark; three were captured.

PLAGUE BIOT AT CAPETOWN. An affray has taken place at Capetown between the police and the Malays, who were resisting the removal of a plague contact. The removal has been deferred.

GENERAL NEWS.

ARMY MATTERS.

London, 23rd April, The report of the Inspector General of Recruiting for 1900 states that 49,260 Regulars and 37.853 Militia were recruited, but despite the war the recruiting for the infantry had not met the demand, the men preferring the more showy branches of the service.

24th April. The papers in commenting on the Recruiting Report dwell upon the necessity for increasing the attraction of soldiering financially and otherwise, or else an increase in the Army is impracticable.

HOMALILAND.

London, 23rd April. The Ogaden Somaliland expedition reached its objective on the 7th unopposed. One chief surrendered and another was killed. British authority has been restored. Ras Makonnen has conferred with Major Hanbury Tracy and Mr. Cobbold as to the final arrangements for a joint campaign against the Mad Mullah. SHIPPING 'NEWS.

London, 24th April The House of Commons have resolved to appoint a Select Committee to enquire into the system of subsidies to Foreign Steamship Companies and its offect on British trade. Gerald Balfour in reply to a question said that the Foreign Office was considering the question of a direct service to Zanzibar. CENSUS OF MELBOURNE.

London, 24th April The population of Melbourne now stands 193,956, being an increase of 2,156.

> POLICE COURT. Tuesday, 8th May.

BEFORE MR. HAZELAND.

GAMBLING RAID.

Eight Chinamen, all of the respectable class. were brought up by C.D.I. Hanson for gambling. The first and second defendants were charged with unlawfully being the keepers of a common gaming house at 121. Des Vœux Road, and 61, Connaught Road, on the 4th inst., the rest with unlawfully playing in the above-mentioned gaming-house on the same date. 'I be fourth defendant was absent, being indisposed. Mr. Hastings appeared on behalf of the defendants.

Two Chinese detectives gave, evidence as to the arrest, and were cross-examined by Mr. Hastings.

Inspector Hanson said at 8 p.m. on the 4th iust he went to house No. 121, Des Voux Road, and going up the staircuse and along a passage in the direction of the Praya, he entered the third floor of 61. Companisht Road Immediately before entering the room he heard calls of " Don't move; sit down." Witness told the defendants to be quiet and sit down. saw in the centre of the room a round table. and the defendants were seated at it. On the table were dominoes, some small Chinese beads, and ordinary shirt buttons. Witness then described how defendants were seated, etc., and the case was adjourned till 10:30 a.m. this morning, bail being-first and second defendants.

\$300 each, and each of the others \$25. THE CHARGE AGAINST INSPECTOR MILLS. Sanitary Inspector Mills was brought up on remand and charged "that he, on 37th April, unlawfully did kill and slay one Wong Kam

Mr. Hays prosecuted, and the defendant, who has already pleaded not guilty, was defended by Mr. Reece.

Dr. Thomson was examined and said-On the 30th April I was called in to examine at the public mortuary the body of Wong Kam Lee, which was identified in my presence by Wong Kee and Wong Sam. There was a bruise on the right side of the head, with one or two slight cuts, and a depressed fracture of the frontal bone and right parietal bone, I am of opinion the cause of death was shock, due to contusion of the brain, resulting from a fall from a height. There were no other

injuries on the body. By Mr. Reece-Falling from the top of a house would account for the injuries I have

Wong Sam, a private ricksha coolie, 2, George Lane, said there were twelve men staying with him-ricksha and chair coolies. On the night of 29th April he slept on the roof going up there at eight o'clock in the evening. He was the first to go on the roof, no one being there when he went up, nor when he went to sleep. He was awakened by receiving a blow with a stick from the defendant; the clock tower was just striking five Witness noticed then that there were three others on the roof besides the defendant-Wong See Wong Tni and Wong Kam Lee. They were all sleeping, and lying near the side of the roof, Wong Kam Lee, the de-IT IS BETTER TO KEEP WELL than to have the quickest possible recovery from illness. That is why there is such a universal demand for articles like LIBBIG Company's Extract, now called LEMCO.

seased, being nearest to the edge. The de fendant, after he struck witness, assaulted-Wong See and the deceased, the latter falling down. Witness could not say how many times the defendant struck Wong Kam Lee. The deceased fell down the smoke-hole, and the defendant went downstairs into the ground floor of house No. 2, George Lane, looked at the deceased, and saw he was in a dying condition, The defendant went to the police station, and witness followed him. The defendant spoke to the inspector on duty, but witness did not know, what was said. Witness was the first to report the matter to the police, which was after five o'clock.

By Mr. Reece-He did not know the name of

his employer. Witness was a Haiphong man The other coolies were all Haiphong men living on the second floor, which was a common lodg ing house. The name of the keeper was Wong Yee. Witness was quite sure the licence was in the name of Wong Yee, and was for twelve persons. During the two years witness had been living there he had never seen more than twelve on that floor between 11 p.m. and 5 a.m. or any other time. There had never been any gambling there. On the morning of the 30th April the defendant arrived at 5 o'clock. There was an interpreter with the defendant, and witness knew the man, but not his name. There were four coolies, including witness, sleeping on the roof that night. He did not know how many there were sleeping on the second floor. When he woke up the other three men on the roof were fast asleep. There was a ladder from the second floor up to the roof, and also a manhole on the roof. The interpreter did not go up till after the deceased fell. Witness saw the interpreter go on to the roof, but he did not know if he had anything in his hand or not. Witness could not see the roof from the bottom of the ladder. It was not light at 5 a.m. that morning, in fact, it was quite dark. Witness was one foot from Wong See, and about two feet from Wong Kum Lee. The defendant only struck witness once. There was no noise before he was struck. Witness did not hear anyone call out. "The inspector is coming." either before or after he awoke. Witness did not call out when he was struck, meither did Wong See. Witness did not know how many times the deceased was struck, but he could see when he was struck. Deceased was struck on the back. Witness could swear that defendant had a stick, but he could not say what kind of a stick. There was ne parapet to the roof, and deceased was sleeping close to the edge, and fell down into the yard. The defendant went down to see him. After seeing him defendant immediately went and reported the matter to the police. After witness had a look he followed the defendant. Defendant was the first to speak at the police By Mr. Hazeland-Witness was present at

the public mortuary on the Soth April, and identified the body of the deceased, Wong Tui was then called and sworn.

By Mr. Hays-Witness came to Hongkong on the 27th April. He went to reside at second floor of house No. 2, George Lane. He remembered the 29th April. He went to bedat 10 o'clock that night. He went on the roof to sleep, and he saw two men sleeping there They were the last witness and deceased. Before witness went to sleep that night he did not know if anybody else slept on the roof. Witness awoke on account of hearing a man falling down. Witness did not see the men fall, and when he woke up he saw Wong Sam and Wong See. There were only three on the roof, including witnes. Asked if he was sure on that point, witness said there were also an Englishman and another Chinaman on the roof. Witness said the Englishman was the defendant, after much beating about the bush. The Chinaman was the interpreter of the defendant. The defendant was carrying a stick, but nothing else. The witness was not struck with the stick, nor did he see anyone else struck with it. Witness did not see Wong Kum Lee when he woke up. He saw the deceared again down below, when he was dead. That was about half an-hour after he heard the cry of "Man folling down." By Mr. Resce-Witness had been in Hongkong before. He had only been away for one month. No. 2, George Lane (second floor) was a common loodging-house, but he did not know the keeper. The lodgers were all Haiphong men. Witness did not know how many men were there on the 29th April. As far as witness knew there were only two men besides himself on the roof. When witness woke up he heard the words "The impector is coming; he is striking people." He heard Wong Sam calling it out. He was quite sure of that. No one else was calling out. Wong Sam called out to the effect that his brother was falling over. None of the coolies came up from the second floor to the roof. Wong See did not call out at all. The Chinaman who followed the defendant was the interpreter. They both stood there and looked, but witness did not see the defendant strike anyone. There was not much light, and there was none at all on the roof. Witness was sure Wong Sam went down before the defendent, and the interpreter followed. The hearing was further adjourned till this afternoon at 2.15 p.m., bail as before being

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Hongkong, 3rd May, 1901.

NOTICE OF FIRM

NOTICE. TROM This Day we have Authorised Mr. G. BRUSSE to SIGN our Firm PER PROCUEATION,

HOTZ, S'JACOB & CO. Hongkong, 4th May, 1901.

NOTICE.

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No Fire Insurance has been effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 17th inst., or claims in connection therewith will not be recognised.

THE OFFICERS of the ROYAL WELCH FUSILIERS will be AT HOME to their Friends (weather permitting). TO-DAY (THURSDAY), the 9th instant, from prepared to ACCEPT RISKS against FIRE 3 to 6 P.M. at MUNRAY BARRACKS, when at Current Rates. a REGIMENTAL ASSAULT-AT-ARMS will take.

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Hongkong, 16th Vovember, 1872. DHENIX FIRE OFFICE

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ON CHAI & CO., 2nd Floor No. 52, Guge Street. Hongkong, 16th January, 1901. No. 2, CAMERON VILLAS, THE PEAK. TO LET, FURNISHED, from Middle of July to Middle of September.

Apply to-H. W. BIRD. Messrs. Palmer & Turner. Hougkong, 4th May, 1901. TO LET.

From the 1st June.

UPPER FLOOR of HOUSE No. 166, QUEEN'S ROAD EAST. Apply to-N. MODY & CO.

Hongkong, 6th May, 1901. TO LET.

TOS. 2 & 5, RICHMOND TERRACE-Immediate Possession. Apply to-LAU CHU PAK. Care of A. S. Watson & Co., Ltd. Hongkong, 2nd April, 1901.

TO LET. 66 DICHMOND HOUSE," 11, ROBINSON ROAD. Possession from May 1st. · Apply to-

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TINFURNISHED, from 1st June, No. 18, BELILIOS TERRACE. FURNISHED, with Immediate Possession, The EYRIE, PEAK For Particulars, apply to-

R. C. WILCOX, 8. Beaconstield Arcade. T1149 Hongkong, 1st May, 1901.

Apply to-Hongkong, 6th March, 1901.

TO LET WITH IMMEDIATE POSSESSION.

Care of Daily Press Office. Hongkong, 14th March, 1901. TO LET.

LI OUSE at MOUNT KELLETT SPUR, now in occupation of H. MATHE ON BROWN, Esq. Apply to-

Hongkong, 27th March, 1901. BOARD AND RESIDENCE. GILLANDERB

21. CAINE BLCAD. Hongkong, 20th September, 1900.

BOARD MYD BESIDENCE "Variation BEACH ROAD WEST. PELIEPOWE: SUPPOLE ENGLAND. Hongkong. 28th August 1900

BOARD AND RESIDENCE. TOMFORTABLY PURNISHED BOOMS, with Board. Apply to Mrs. MATHER
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Hongkong. let January, 1892.

PUBLIC AUCTION. THE Undersigned has received instructions 1 to Sell by Public Auction,

SATURDAY, the 11th May, 1901, at 2 P.M., at his Sales Rooms, Duddell Street. A FINE COLLECTION, OF CHINESE CURIOS.

Comprising :-WHITE HAWTHORN JARS, 5 COLOURED VASES and JARS, BANG DE BŒUF VASES, RED. BLUE and OTHERWISE DECORATED VASES, JARS and BOWLS, PEKING SNUFF BOTTLES, JADE ORNAMENTS.

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[1190 Hongkong, 7th May, 1901. PUBLIC AUCTION. THE Undersigned have been instructed to

Sell by Public Auction, under Bill of Sale, on SATURDAY, the 11th May next. Of the Yaumati Police Station, where she now lies, the PASSENGER STEAM LAUNCH

"NAM CHOW," Bailt in 1899. For further Particulars, Terms and Conditions of Bale, apply to-HUGHES & HOUGH, Auctioneers. Hongkong, Seth April, 1901.

PUBLIC COMPANIES THE YANGTSZE INSURANCE ASSOCIATION, LD.

NOTICE TO SHAREHOLDERS. DIVIDEND at the rate of Twenty

A per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has ean declared payable in Taels at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Corporation, Shanghai, on and after this date to Shareholders of record on the 13th April, 1901. By Order of the Board of Directors,

W. S. JACKSON, Shanghai, 24th April, 1901. UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS. N INTERIM BONUS of Twenty per A Cent. upon Contributions for the year

1900, has been declared. Warrants will be issued on the 1st May. By Order of the Board. W. J. SAUNDERS. Secretary.

Hongkong, 19th April, 1901. A. S. WATSON & CO., LIMITED.

NTOTICE IS HEREBY GIVEN that the SIXTEENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration), will be held in th Board Room, at the Hongkong Dispensary, on WEDNESDAY, the 22nd instant, at TWELVE o'clock Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1900.

The REGISTER of SHARES will CLOSED from THURSDAY, the 16th inst., until SATURDAY, the 25th instant, both days inclusive, during which period no Transfer of Shares will be registered. By Order,

A. H. MANCELL, Secretary. Hongkong, 8th May: 1901. CANTON LAND COMPANY, LIMITED.

TOTICE IS HEREBY GIVEN that the following :-In the name of Anthony Babington, Esq. 19 61- 70

81 - 90 Creasy Ewons, Esq. 10 151-160 9 182-190 Fung Shiu San, Eq. 10 191-200 10 201-210 A. G. G. Gordon, Esq. Eleazer Silas Kelly, Esq. 10 311-320 10 321-330 10 331-349 10 341-350 10 351-360 with Transfer Deeds Attached having been

LOST, New Certificates for the same will be issued one month from the date hereof, and the Original Certificates will be considered by the Company as null and void, and all persons are D. Meyer Moses, Esq. N. A. Siebs, Esq. hereby warned against accepting or negociating SHEWAN, TOMES & CO., General Managers.

Hongkong, 7th May, 1991. CARMICHAEL & BARLOW,

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General Managers Mesers JOHN D. HUMPHREYS & SON.

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THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Becoivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be tamporarily or permanently absent from the Colony JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, lat February, 1901. THE MERCANTILE BANK OF INDIA, LIMITED.

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LONDON JOINT STOCK BANK, LIMITED, INTEREST allowed on Current Accounts at the rate of 2°/, per annum on the Daily balance. ON FIXED DEPOSITS For 12 months 

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ESTABLISHED BY IMPERIAL DECREE OF THE PAID UP CAPITAL 12TH NOVEMBER, 1896. SUBSCRIBED CAPITAL Shanghai Tis. 5,000,000 PAID-UP CAPITAL ...

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3º/. per annum on Fixed Deposits for 3 months. E W RUTTER, Manager. Hongkong, 1st January, 1901

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T. F. COCHRANE.

p. Manager, Hongkong

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Hongkong, 4th October, 1900. LIONGKONG & SHANGHAI BANK. ING CORPORATION.

RESERVE FUND STEELING RESERVE. \$10,000,000 SILVER RESERVE ... 3,000,000 \_\$13,000,000

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B. L. Rickardson Esq. H. E. Tomkins, Esq.

Paul Witkowski, Esq. CHIEF MANAGER Hongkong-SIR THOMAS JACKSON.

MANAGER: Shanghai-H. M. Bavis, Esq. LONDON BAKKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

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For 12 months, - per cent per Amount Chief Manager. Hongkong, 20th April 1901

THE BANK OF THIS & TAPE ens eun inch WORLES CAPITAL BESTEVE LIABILITY OF STARLE

HEAD UPPER Hongroom Education Education Constant Room Francisco Constant Medical Colombo Resignors Vava Lorona was

The Beak of England and the Capital has Courtes Bank Limited Genera Manager-P. C Brance TATESTER AT LOWED On Current Accounts . . . . 2 per cent

Fixed Deposits 3 chonths \*\* 1 The Bank buys, sells and receives for col-Bille Of Brobance on and sentiment report Banking besiness with the stove places.

Hongkong, 3rd April, 1801. FITHE NATIONAL BANK OF CHINA. THE £1,000,000 AUTHORIZED CAPITAL .. PAID OF CAPTAL

HEAD OFFICE -- HONGEGRO! BOARD OF DIRECTORS. CHAN KIT BRAN Esq. C. EWENS, Esq. CHOW TUNG BRANG, Esq. J. T. LAUTS, Boq. Chief Manuer GHO. W. F. PLAYALE.

Interest for 12 Months Fired .... 5 Hongkong, 23rd March, 1809. THE BANK OF TAIWAN (FORMORA) IN STATE OF THE (INCORPOBATED BY SPECIAL IMPERIAL CHARTER).

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HIROMI KAWASAKI.

Manager.

Taipeh, 5th October, 1900. LEUTSCH ABIATISCHE BANK.

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TOROGAMA SPECIE BANK MANUAL TO THE PARTY OF THE PART Perantemen 1880.

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Manager Houghong, 17th April, 1901. CARTRIDGES CARTHIDGES

PER LANDED & NEW STOCK OF ELECKS BE KINCORS SECRI-ING CARUBITGES AND NEWCASULE CHILD SHOT SHOT STATES 20 BORE CARTRIDGES. 16 CARRELINATION OF THE PROPERTY OF 

Consmithe Houghong 3rd January, 1801.

WE SCHELDT & CO.

Hongkong, 9th May, 1901.

NOTICE TO CONSIGNEES.

HE Company's Steamship "HITACHI MARU,"

Goods are landed. Optional goods will be carried on unless instructions are given to the contrary before Goods not cleared by the 14th instant will be subject to rent.

NIPPON YUSEN KAISHA. Hongkong, 7th May, 1901.

Hongkong, 8th May, 1901.

Apply with Papers to-COMMANDER. H. M. Naval Yard.

Care of Daily Press Office.

13, QUEEN'S ROAD.

Secretary.

TATE, the undersigned, hereby notify the public that the large farm, locally known as the TAI SHANG WAI, on the East Shore of DEEP BAY; near the village of CHUK Un, between the villages of KAM T'IN and SAN T'IN, is the lawful property of the TANG FAMILY who have been in possession for upwards of 200 years, and that unless the written consent of the TANG FAMILY is given, the public are warned against all impostors who

TANG HUNG YING 野洪英

TANG MUN KWAI 鄂滿桂、 Hongkong, 6th May, 1901.

A POSITION of SUPERINTENDENT From England to the Cape, and Crossing the to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,

CARTRIDGES.

A ON & CU.,

Apply to-Hongkong, 19th March, 1901.

> Ist June. Apply to-

TO LET. POSSESSION APRIL 1ST. NO.1, STEWART TERRACE. J. W. NOBLE.

NTO. 9, SEYMOUR ROAD. Apply to-

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SIEMSSEN & CO. Hongkong, 14th February, 1901.

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Tongkong, 8th November, 1990. [27

### AMERICAN MACHINERY.

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Made in America (U.S.A.) Prices quoted f.o.b. New York, or c.i.f. Hongkong. REUTER BROCKELMANN & CO.

Hongkong. Houghong, 3rd December, 1900. SPORT AND ANECDOTE.

BY AN OLD FOORT. ATHLETIC SPORTS AT THE VARSITIES. The Battles of the Blues, which conclude wit the Inter-University cricket match at mic summer, are proceeding apace, and at the close of last week the great Metropolis was vastly excited over the meetings of Oxford and Cambridge on the cinder-path and the river. The Oxomians prevailed in both these contests, al though the Light Blues made a splendid fight. The first athletic meeting between the sister seats, of learning took place in 1864 at Chris Church ground, Oxford, and amongst the competitors on that occasion was R. E. Webster, who ran second to R. C. Garnett in a two miles steeple-chase, while in 1865 this same Webster in 4 mins. 441 secs., defeated the Earl of Jersey in the one mile. Again in the two miles his lordship was not placed, while Webster won 10 mins. 281 secs. If anyone looked at the massive figure of Lord Alveratone, the present Lord Chief Justice of England, they could hardly imagine him as the youthful miler who defeated the seventh Earl of Jersey, destined to become the Governor-General of New South Wales. Lord Alverstone, perhaps better known as Sir Richard Webster, has never lost his love for athletics and cricket. He is still the President of the Amateur Athletic Association. and has been an invaluable guide, philosopher, at Shanghai, Manila, Paris and Rollo. and friend to the Surrey Cricket Club. first honorary secretary to the Inter-University sports was Mr. P. M. Thornton, who was among the beaten in the mile (1864), when the victor was the present Sir Charles Bennett Lawes, the sculptor. Mr. Percy Melville Thornton, who now divides his time between his parliamentary and literary duties has, like Lord Alverstone, never ceased to interest himself in manly exercises, while he was for some time the honorary secretary to the Middlesex Cricket

MR. C. N. JACKSON. At the athetic carnival at the Queen's Club, West Kensington, Mr. C. N. Jackson, of Hertford College, Oxford, divided the duties steward with Mr. Lees Knowles, M.P. C. N. Jackson is an Oxford institution. scended from an old military family, he was born about 54 years ago at Simla. Educated in this country at Somerset College, Bath, he gained two scholarships at Magdalen Hall, and it is no exaggeration to say that he has had a great voice in transforming this hall into Hertford College, while during his long residence at Oxford-for he is still in this beautiful city -he has influenced some thousand of young gentlemen in favour of pure virile sports like running. Claude Nugent Jackson was third in the 120 yards' hurdle race in 1865. Two years later, when the festival was for the first time removed to London, and decided on a cinder path, Mr. Jackson triumphed over the hardles in 17.1-7 secs., his nearest opponent being three yards away. Moreover, is it not recorded that Mr. C. N. Jackson was the first man who ever covered the full 120 yards hurdle course in 16 secs.? This he did on 14th November, 1865, on a damp day and a sodden turf. To fully appreciate the merit of his performance let me remind you that it was not until April, 1878, that S. Palmer, of Cambridge, equalled Jackson's record on the old Lillie Bridge ground, which is now covered with railway sidings. Then in turn Churles F. Daft, the nephew of Dicky Daft, the cricketer, D. D. Bulger, of Dublin, and Godfrey Shaw, of the London Athletic Club, all achieved 16 secs., but no one could beat it in this country, although two Americans had done so. I well remember going to Stamford Bridge on July 6, 1895. It was a beautifully still afternoon. Nature was hushed, and the san was not too powerful. The occasion was the annual championships of the Amateur Athletic Association. On that day Godfrey Shaw won his heat comfortably in 16 sees, but about an hour later he triumphed in the final in 15 45 secs. W. J Oakley, the Oxonian, whom I saw playing full back for England against Scotland last Saturday, pushed Shaw along, with the result I have mentioned. When the 15 45 secs, went up the time board there was a great cheer. " Gone at last!" said one of my neighbours, evidently referring to C. N. Jackson's figures which had been undisturbed on the British book of records for thirty years. Mr. Jackson was with two other Oxonians, Montague Shearman; the barrister, and Bernard Wise, the miler, mainly instrumental in establishing the Amateur Athletic Association, of which Mr. Jackson has been the honorary treasurer from 1880 until the present hour. As a "coach," bursar, senior tutor. Honour to whom honour is due, for the Oxford proctor, and examiner at Oxford, Jackson-or Jacky is, as I say, a celebrity. At the sports this year his figure was as erect as ever, and with walking stick in hand he was ever directing some operation or other. For four years Lees Knowles took part in the University sports, and in 1878 was president of the Cambridge

these good han and true of the olden days encouraging the present generation. LONG DIST. NCE HACES AT THE VARSITY

Athletic Llub, but I am not aware that he over

won a race at Lillie Bridge, the rendezvous in

the seventies. He was fond of long-distance

rest in man, am s of sports. It is well to see

Wa have been chatting considerably in our informal way about long distance runners. was much struck by two such wins at the last University Spor's. Thus F. G Cockshott, of Trinity, Cambridge, carried off the one mile in 4 min. 26.4.5 sec. He ran with rare judgment, and sprinted the last 80 yards in nice style. As Cockshott won last year in 4 min. 28 3-5 sec., he is evidently a runner of some class. For instance, from 1864 to 1884 no one beat Cockshoot's time last week at any of the University sports until G. E. H. Pratt put up 4min. 26 2.5 sec. But then we rush on the modern era when we find Mr. F. J. K. Cross and the Rev. succession and each beating 4 min. 30 sec. every I am not so sur

He ran the mile of 1894 in 4 min. 19 4-5 country under the Association code for 1901. sec, and I may may that this has very seldem been beaten by any amateur. Young Cockshott is a very sparely-built athlete of medium height, and has svidently a reserve of strength about him somewhere. H. W. Workman, the Cambridge President this year, is an old Repton boy, and was famous for his stamina when at school. He first gained distinction in this way at the Public Schools Championship meeting, which the London Athletic Club tried to astablish at Stamford Bridge. Since then Workman has been the legitimate successor to F. S. Horan at Cambridge. He first ran at the 'Varsities' reunion in 1898, when he was unplaced to J. M. Freemantle in the three miles, but ever since that date he has made this event his own, for he triumphed in 1899 in .15 min. 32 3-5 sec., and in 1900 in 15 min. 1 2.5 sec., while this year he was for two miles and a half taken along by F. H. Jervis-Smith, of Mr. C. N. Jackson's college, Hertford-and accomplished 14 min. 58 sec.-which is fast indeed when one considers the cold air and the strong north-easterly wind which prevailed. was a proud day for Workman, as Jervis-Smith was expected to trouble him, and he did; but when Workman wanted to leave him, he ran away just like he did from C. K. Palmer, of Yale, when they met on the same ground on July 22, 1899. That was the great day of Workman's life, for that victory won the match for Oxford and Cambridge against Yale and Harvard. Then his fellow-students carried him shoulder high to the dressing-room and cheered themselves hourse.

THE VICTORY OF OXFORD ON THE CINDERS. One might be tempted to think from the preceding observations that Cambridge won the athletic contests this year, but as a matter of fact Oxford were the victors by six events to four. When the Dark Blues took premier honours in five successive contests the competition was practically all over, though there was just a chance for Cambridge to draw if they gained the judges fiats in the last two events. However, they lost one of these, the long jump, just when they looked like gaining an urexpected victory. For some time G. W. F. Kelly, of Oxford, who won last year with 21 ft. 8 in., was leading with 20 ft. 7 in. Then G. Wiles, a lithe little spectacled youth from Cambridge, went one inch further! It looked as if Cambridge would win by an inch and so draw the sports. for Workman was generally thought invincible over three miles. Oxford had their last jump, and by a supreme effort L. J. Cornish cleared 21 ft. 61 in., which placed the issue of the battle beyond all doubt. L. J. Cornish and E. E. B. May each won two events for Oxford. Cornish is the Old Merchant Taylors schoolboy who won the 100 yards in 10 3-5 sees, and the quarter-mile in 52 2-5 sees, in the English Public Schools championship, during April, 1898. Strangely enough Cornish was the victor in the quarter-mile at this University sports meeting in 52 4-5 secs., generally considered poor time, but it must not be forgotten that the day was dreadful for fast times, that he went very wide at all the turns, and finished the race on the outside. The records for the inter-University sports so far as I can calculate are: 100 yards, 10 secs.; 400 yards, 40 3-5 secs.; one mile, 4 min. 19 4-5 secs.; three miles, 14 min. 50 2-5 secs.; 120 yards' hurdle, 16 secs.; long jump, 23 ft. 5 in.; high jump, 6 ft 21 in.; throwing the hammer, 138 ft; putting the weight, 27 ft.; and the mile, I min. 53 3-5 secs.-figures which as a whole are a

credit to our English Universities.

THE TRIUMPH OF OXFORD ON THE THAMES. The Oxford and Cambridge boat-race this year was even a grander contest than the athletic festival produced, for after rowing from Putney to Mortlake-four and a quarter miles -Oxford won by two feet. There is no doubt that Oxford were the better crew, but their advantage was neutralized by the fact that the Cantabs won the toss for choice of station, with the result that the rival blues rowed nose and nose all the way. The Oxford boat may not have been the best udapted to the water, but the men from the banks of the Isia could not have had a better stroke-oar than R. Culme-Seymour, of New College. Al. though he could see that the Cantabs would make a great fight, he never altered his stroke from start to finish. His uniformity of striking was marvellous-and it was this which tended to wear the Light Blues down more than anything else. All praise to Culme-Seymour. coxswain, G. S. Maclaren, held on a splendid course, while E. A. O. A. Jamieson, the Cambridge steerer, was somewhat erratic, which means a great deal when the issue is reduced to a matter of two-fifths of a length. By the way, I heard at the race that Dr. Warre, the old Blue, is the father of the Mr. F. W. Warres the Balliol man in the Oxford boat, but I unfortunately made a mistake in mentioning Dr. Warre as appointed Bishop of Calcutta This was Dr. Welldon, of Harrow.

ENGLAND V. SCOTLAND-HONOURS EASY. The England v. Scotland match at Association football ended in a drawn battle of two goals each. The Sarons, aided by the wind, led by a goal at half-time, scored by Fred Blackburn, of the Blackburn Rovers. It was dubious point, however, and, personally, I thought Blackburn was offside. At the end of eight minutes in the second half John Campbell, of the Celtic, equalised, while Hamilton luckily headed a second goal. The prospect was black indeed for England, when Bloomer took advantage of a great mistake by Drummond, the Scotch back, and by a singlehanded master stroke made the scores two all. The match did not introduce us to any novelty, and the players need not be discussed in detail. The Scotch forwards were building -and the W. E. Lutyens each winning four years in same may be said of the glish half-backs.

time. Indeed, the record for these meetings | County, was not the best man on the field. At | is hold by the Rev. W. E. Onlyons, who any rate he was the only one who created a was at the sports in closical costume, sensation. England thus became the champion London, 6th April.

MR. N. LAZARUS, Occulist Optician, of London and Calcutta may be consulted for SPECTACLES at 16, Queen's Road Central

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"DARDANUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company. Ld.; in both cases it will lie at Consigness' risk. The Cargo will be ready for delivery from Craft or Godown on

and after the 4th inst. Optional cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 9th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M., on the 13th inet. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong. 2nd May, 1901.

NOTICE TO CONSIGNEES.

NAVIGAZIONE GENERALE ITALIANA

(FLORIO & RUBATTINO UNITED.

COMPANIES).

#### FROM BOMBAY AND SINGAPORE. THE Steamship

BISAGNO." having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goors are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to

be taken delivery of immediately. All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will

be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the:13th instant, will be subject to rant. · Bills of Lading will be countersigned by CARLOWITZ & CO.,

Hongkong, 6th May, 1901

FROM HAMBURG, ANTWERP

PENANG AND SINGAPORE.

THE H.A L. Steumship .. "AMBRIA." Captain Duckstein, having arrived from the above ports. Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned and to take immediate delivery of their goods from alougside. Optional Cargo will be forwarded unless. notice to the contrary be given before 5 P.M.,

Any Cargo impeding her discharge will be landed into the Godowne of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining ur delivered after the 11th May will be subject

All broken, chafod, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th May, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th May, 1901. FROM HAMBURG, ANTWERPEN.

ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship

· "WITTENBERG. Captain Hempel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bibs of Lading for countersignature by the Undersigned, and to

take immediate delivery of their goods from Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company. Limited, and stored at Consignees' risk and

No Claims will be allmitted after the Goods have left the Golowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 7th May, 1901.

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE,

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Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M., TO-DAY, the 6th inst., requesting it to be landed here. Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed MONDAY, the 13th inst., at Noon, vill 'e subject to rent and landing charges. All claims must be sent in to me on o

the 13th inst., or they will not be recognition All damaged packages will be examination MONDAY, the 13th inst, at 3 P.M. No Fire Insurance has been effected.

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A STATE OF THE PARTY OF THE PAR			45 46 5 A			
DESTINATION	Vessel's Name	PLAG & BIG	BELTII	CAPTAIN	POR PERIORT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BALLAABAT	Brit. str.		C. T. Denny, R.N.R	P. & O. S. N. Co.	
LONDON-			_			
LONDON			-		BUTTERFIELD & SWIRE	On 28th inst
LONDON	MACHAON	Brit. str	-			On 11th June.
LIVERPOOL DIRECT	PYERHUS	Brit. str	-		BUTTERFIELD & SWIRE	To-morrow.
LIVERPOOL DIRECT	ULYSSES	Brit. str.			BUTTERFIELD & SWIRE	On 18th inst.
BREMEN. VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str	took 4	R. Heintze	MELCHEES & Co.	On 15th inst., at Noon.
MARSEILLES, London & Antwerp, v. S'pore, &c.	AWA MARU		-	N. Trent	NIPPON YUBEN KAISHA	On 17th inst., at Daylight.
MARSEILLES & LONDON	CANTON	Brit str.		t made at	P. & O. S. N. Co.	On or about 18th inst.
MARSEILLES, &c., VIA PORTS OF CALL		Fron. str	-	Riquier	model 19 2	On 20th inst., at 1 P.M.
HAVRE & HAMBURG	SUEVIA		-	Wagner		On 21st inst.
HAVRE & HAMBURG	SEGOVIA	Ger. str	-	Foerck		On 31st inst.
HAVRE & HAMBURG	WITIENBURG			Hempel		On 10th June.
TRIESTE, &c., VIA PORTS OF CALL	•	1	- Armed	Mozca	BANDER, WIELER & Co.	On 15th inst., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	FERNDENS		_		DODWELL & Co., LIMITED	To-morrow.
NEW YORK VIA SUEZ CANAL	ASTURIA		_	Octermann	CARLOWITZ & Co.	On or about 10th inst.
VANCOUVER, VIA SHANGHAI, &c	Empress of Japan			H. Pybus, B.N.R.	CANADIAN PACIFIC R. Co	On 15th inst.
VANCOUVER, VIA MOJI, &c.	ATHENIAN	Brit. str.	-		CANADIAN PACIFIC B. Co	On or about 24th inst.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	KINSHIU MARU	Jap. str	-	F. J. Horton	NIPPON YUSEN KAISHA	On 11th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c	TACOMA	Brit. str	-	A. Dixon		14 ·
PORTLAND (OR.)	KNIGHT COMPANION	Brit. str	-			
SAN FRANCISCO VIA AMOY, &c			_			
SAN FRANCISCO VIA SHANGHAI, &c	HONGKONG MARU		-			
SAN DIEGO, &c VIA MOJI, &c.				**************************		On or about 16th inst.
AUSTRALIAN PORTS			-	MeArthur	GIBB, LIVINGSTON & Co	To-day, at 5 P.M.
AUSTRALIAN PORTS	KABUGA MARU	Jap. str	-	*****************	NIPPON YUSER KAISHA	On 24th inst., at 4 P.M.
KOBE & YOKOHAMA			-	G. Anderson		
KOBE & YOKOHAMA	CHANGSHA	7 - 7 - 1	-		BUTTERFIELD & SWIRE	
KOBE & YOKOHAMA	WAKASA MARU	1	-	J. B. Macmillan	NIPPON YUSER KAISHA	On 24th inst., at Daylight
NAGASAKI, KOBE & YOKOHAMA			-	N. Tate	NIPPON YUSEN KAISHA	
MOJI. KOBE & YOKOHAMA		1	-	M. Yagi	NIPPON YUBEN KAISHA	1 — 1
SHANGHAI	WHAMPOA		C	4444 0004010000000000000000000000000000	RUTTERFIELD & SWIRE	The second of th
SHANGHAI	BENGAL	Brit. str	· ·	S. Barcham	P. & O. S. N. Co.	
SHANGHAI			~ <del>-</del> -	Drewes	STEMBER & CO.	
AMOY & SHANGHAI	WOOSUNG			***** ******************	BUTTERFIELD & SWIRE	On 14th inst.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU			S. Atsumi	MITSUI BUSSAN KAISHA	On 22nd inst., at Dayligh
SWATOW, AMOY & TAMBUL			1	Davis		To-morrow, at Daylight.
SWATOW, AMOY & TAIWANDOO	4		· · «	K. Sudzuki	MITSUI BUSSAN KAISHA	
TAMSUI VIA SWATOW & AMOY		3 1 000 7		T. Ogata	MITSUI BUSSAN KAISHA	t am
MANILA	i ma		4-1		BUTTERFIELD & SWIRE	t made
MANILA	· _		-	G. T. Blaxland		The state of the s
MANILA				Rolfe		
SINGAPORE, PENANG & CALCUTTA			P. Contraction	J. G. Olifent		To-morrow, at 3 P.M.
SINGAPORE, PENANG & BOMBAY	the same of the sa	·	-	P. Brusaca	CABLOWITZ & Co.	On 11th inst., at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	1	_	-	S. Yoshizawa	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
			1, :		· Fine the state of the state o	
		200			,	

#### SHIPPING.

ARRIVALS. May 7. ZAFIRO, U.S. despatch-boat, from Manila.

May 8, DR. HANS JERG KIARR, Norw. str., 891, H. Larsen, Newchwang 30th April, Beans.—CHINESE. May S. GLENFALLOCH, British str., 1.484, R. S. Bainbridge, Singapore 2nd May, Gene-

ral.—Chinese. May 8, Halmun, British str., 63d, W. J. Davis, Foochow 5th May, Amoy 6th and Swatow 7th, General.—Douglas Lapraik & Co. May 8, HOIHAO, French steamer, 509, Merlees,

Pakhoi and Hoihow 7th May, General .-A. R. MARTY. May 8, DAIJIN MARU, Japanese str , 809, Ogata, Tamsni, Amoy and Swatow 7th May, General.-M. B. KAISHA.

May 8, Mausano, British str., 1,643, Walsh, Sandakan 2nd May, Timber.-JARDINE, MATHEBON & Co. May 8, CARLIBLE CITY, British str., 3,002, A.

L. Paterson, San Francisco 5th Feb. and Moji 3rd May, General and Coal.—BUTTER-FIELD & SWIRE. May 8, SARMIA, German str., 2,052, T. Paetow, Saigon 4th May, Rice.—SIEMSSEN & Co. May 8, UMTA, British transport, 3,450, R. W. Gimblett, Calcutta 26th April.

Canton 5th May, General. - CHINESE, CLEARANCES. AT THE HARBOUR MASTER'S OFFICE.

May 8, LERNE, Chinese steamer, 826, Kirk,

8TH MAY. Hailan, French str., for Holhow. Michael Jebsen, German str., for Hainhoug. Phranang, German str., for Bangkok. Hitachi Maru, Japanese str., for Kobe. Halloung, British str., for Swatew.

DEPARTURES. May 8, ARETHUSA, British er., for Woosung. May 8, FLANDRIA, German str., for Conton. May 8, KACHIDATE MARU, Japanese str., for

Kutchinotzu. May 8, TSURUGISAN MARU, Jap. str., for Moji. May 8, Anging Maru, Jap. str., for Swatow, May's, Taishun, Amr. str., for Shanghai. May 8, ELSA, German str., for Canton.

May 8, HAILOONG, British str., for Swatow. May 8, Machew, German str., for Bangkok. VESSELS IN DOCK.

ABERDEEN DOCKS .-

rion, Nanchang, Dragon, COSMOPOLITAN DOCK .- Colonies, Petriana, Light.

SHIPPING REPORTS. The British steamer Changsha, from Sydney 11th April, and Manila 4th May, had light winds and fine weather throughout the entire passage from Australia.

The British steamer Haimin, from Foochow REGULAR STEAMSHIP SERVICE TO 5th May, Amoy 6th and Swatow 7th, had light easterly winds, smooth sea and fine weather to Amoyand Swatow. From Swatow light southerly wind and heavy rain to Breaker Point; thence " "FERNDENE" to port moderate S.W. wind and fine, cloudy "AFRIDI" weather. Vessels in Amoy-U.S. gunboat Concord, French cruiser Friant, Japanese war ships Suma and Idzuma, strs. 1 rym, Sabine Rickmers and Fushun. In Swatow-Ichang. Hoihow, Pechili and Toiles.

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FOR SINGAPORE, PENANG AND UALCUTTA

HE Steamship

HE Steamship

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Agents. Hongkong, 6th May, 1901.

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THE CHINA AND MANILA STEAM. SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

" ESMERALDA," Kowloon Docks.-U.S.S. Bennington, Lung | Captain G. T. Blaxland, will be despatched as Tring, Hangehow, Companie de Filipine, Styn, above TO MORROW, the 10th inst., at 5 P.M. Burnside, Argus, Athenian, Hongkong, Centu- This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric

> A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 7th May, 1901.

NEW YORK VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG. ... 10th May "AFRIDI" ... 24th May "HILLGLEN" . 14th June "LOWTHER CASTLE" ... 30th June "HEA'I HBURN". About 17th July. \* Calling at MANILA and CEBU. For Freight and further information, apply to DODWELL & CO., LD.,

Agents. Hongkong, 6th May, 1901. [1193-878-1194-988

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THE OSAKA SHOSEN KAISHA LIMITED.

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### NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

TO ALTERATION. PROJECTED SAILINGS FROM HONGKONG-SUBJECT STEAMERS. DESTINATIONS. BAILING DATES. FRIDAY, 10th May, at HITACHI MARU KOBE and YOKOHAMA ..... DAYLIGHT. G. Anderson VICTORIA, B.C., AND BEATTLE, SATURDAY, 11th May, at KINSHIU MARU ..... U.S.A., VIA SHANGHAI, KOBE, 4 P.M. F. J. Horton MOJI and YOKOHAMA MARSEILLES, LONDON, and 17th May, at ANTWERP, VIA SINGAPORE, (FRIDAY, AWA MARU PENANG, COLOMBO & PORT DAYLIGHT. N. Trent SAID 21st May, at TUESDAY, MOJI, KOBE and YOKOHAMA ... MITKE MARU ...... Noon. M. Yaci . 24th May, at FRIDAY. WAXASA MARU KOBE and YOKOHAMA..... DAYLIGHT. J. B. Macmillan .... NAGASAKI, KOBE and YOKO-7 FRIDAY, 24th May, at ROBETTA MARU ...... N. Tate 24th May, at BOMBAY, VIA SINGAPORE and FRIDAY, HTROSHIMA MARU COLOMBO S. Yoshizawa ..... SYDNEY and MELBOURNE, via FRIDAY. 24th May, at KASUGA MARU ...... MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE)

Through Passenger Tickets and Bills of Lading assued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company'-

Local Branch Office at Prince's Building, First Floer, Chater Road. A. S. MIHARA,

Hongkong, 20th April, 1901.

# HAMBURG-AMERIKA NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO. LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS. NORTH and SOUTH AMERICAN PORTS.)

#### PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

SAILING DATES. DESTINATIONS. STEAMERS. For further particulars, apply to ....

> HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1. Hongkong, 30th April, 1901.

# PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	RTEAMERS	TO SAIL ON	RPM LAKS.	E1 12 "14
 SHANGHAI	BENGAL	About 10th }	Freight or Passage.	
 LONDON, &c	BALLAARAT	Noon, 11th	See Special Advertis	emen!,
	BENGAL S. Barcham May  BALLAARAT  Noon, 11th C. T. Denny  May  About 18th Freight or P  About 18th Freight or P  May  About 18th Freight or P			

LONDON ..... (C. F. Lockstone, R. N.R. ) May

For Further Particulars, apply to

H. A. RITCHIE

Superintendent. Hongkong, 24th April, 1901.

# IMPERIAL GERMAN

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PCRT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON. AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGACE. N.B.—CARGO CAN BE TAKEN ON THEOUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES. 15th May HAMBURG (Hamburg-Amerika Linie) ... 18th June KIAUTSCHOU (Hamburg-Amerika Linie) ... THURSDAY 11th July THURSDAY STUTTGART KONIG ALBERT THURSDAY 8th August THURSDAY 22nd August. THURSDAY PRINZESS IRENE ... 5th September. PRINZ HEINRICH WEDNESDAY PREUSSEN HAMBURG (Hamburg-Amerika Linie) WEDNESDAY . 16th October, SACHEEN WEDNESDAY 30th October. KIAUTSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY 18th November

ON WEDNESDAY, the 15th day of May, 1901, at Noon, the Steamship "PRINZ. HEINRICH," of the Nordeutscher Lloyd, Captain R. Heintze, with MATLE PAS. SENUERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and Shipping Orders will be granted till Noon on MONDAY, the 13th May, Cargo and Specie

will be received on Board until 5 P.M. on Tuespar, the 14th May, and Parcels will be received at the Agency's Office until Noon on Tursday, the 14th May Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board. NORDDEUTSCHER LLOYD. For further Particulars, apply to

MELCHERS & CO., AGENTS. Hengkong, 2nd May, 1901,

#### NORTHERN STIDAMISHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANCHAL INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

> FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC BAILWAY COMPANY.

	134 4 36 37 5	
Steamer.	Tons.	Captain. Proposed Sailing
TACOMA	2,811 3,502	A. Dixon May 17th
VICTORIA	3,601	J. Panton May 28th W Watt June 7th
GLENOGLE	3,750	W. Frakes June 28th

IHE attention of Passengers is directed to the very chesp rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. Doctor and Stewarness carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG TO NEW YORK, 248. The Railroad travelling is second to none on the American Continent; two trans-continentary trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Moun-TAINS. The YELLOWSTONE NATIONAL PARK PORTS.

HONGKONG TO VICTORIA AND TACOMA, £35. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings frem VICTORIA. and TACOMA to DYEA and St. MICHAEL.

Rates of Passage to other Points on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED. General Agents.

Hongkong, 7th May, 1991.

### CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA. B.C.

BAFETY. SPEED. PUNCTUALITY Twin Screw Steamships 6,000 Tons 10,000 Horse Power Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION)

EMPRESS OF JAPAN "... Comdr. H. Pybus, R.M.B. .... WEDNESDAY, 15th May, 1901. EMPRESS OF CHINA"... Comdr. B. Archibald, R. N. R. WEDNESDAY, 5th June, 1901. "EMPRESS OF INDIA"... Comdr. O. P. Marshell, R. N.R. WEDNESDAY, 26th June, 1901...

THE magnificent TWIN-SCREW STEAMHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close commercial is made at Montreal, Quebec, Halifax, New York and Boston with all Trans Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval. Military, Diplomatic, and Civil Services, and to European Officials in the Service of China an I Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL. TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operate. by the Conspany, and their appointments and Cuising are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings,

YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. L. BROWN, General Agent.

Hongkong, 27th April, 1901.

Pedder's Street.

## VESSELS ON THE BERTH. STEAMSHIP COMPANY. OUTWARDS.

GLASGOW and LIVERPOOL "MACHAON" GLASGOW and LIVERPOOL "ACHILLES" GLASGOW and LIVERPOOL. "ACHILLES"...... On 14th May. GLASGOW and LIVERPOOL. "PROMETHEUS"...... On 28th May. HOMEWARDS. STEAMERS (Taking Cargo at London Bates)

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS O. S. S. Co. Hongkong, 20th April, 1901.

#### CHINA NAVIGATION CO., E PRINCIPAL SERVICES Charles and Callette

FOR STRAMELS TO SAIL. WHAMPOA" On 9th May. SHANGHAI SUNGKIANG" ..... On 10th May. " CHANGSHA" .... On 14th May. KOBE and YOKOHAMA "WOOSUNG" ..... On 14th May. The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried

For Freight or Passage, apply to-

BUTTERFIELD & SWIRE. AGENTS.

TOYO KISEN KAISHA.

TORAN ERANCISCO VIA INLAND SEA

PROPOSED SAILINGS FROM HONGKONG.

Kobe, Inland Sea, Yo- ( - 1901, at Noon.

Shanghai. Nagasaki, Tuesday, June 11

Shanghai. Nagasaki, (Thuasday, July 4

"HONGKONG MARU"

LULU on THURSDAY, the 16th May,

1901, at Noon, taking Freight and Pas-

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be

Passengers holding through ORDERS TO

UNION PACIFIC, DENVER AND RIO GRANDE,

and other direct connecting Railways, and from

Chicago to destination the choice of direct lines.

Particulars of the various routes can be had

Special rates (first class only) are granted to

Missionaries, members of the Naval. Military,

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco; to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Freight will be received on board until 4 P.M.

will be received at the Office until 5 P.M. same

day; all Parcel Packages should be marked to

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

For further information as to passage and

Freight, apply to the Agency of the Company,

TOT RESPONSIBLE FOR DEBTS.

Hongkong Harbour

& Co. Ltd.

Standard Oil Co.

Orta - Brandao & Co.

OWNERS will be RESPONSIBLE for any

COMPANIA DE FILIPINA, Amr. str., D. Migue.

address in full; value of same is required.

Collector of Customs at San Francisco.

Queen's Building.

Government officials and their families.

Company's and connecting Steamers.

their journey at any point en route.

obtained on application.

on application.

1901, at Noon.

1901. at NOON.

OF JAPAN AND HONOLULU.

Hongkond MARU (via)

kohama, and Honolulu)

Kobe, inland Sea, Yo-

kolama, and Honolulu)

Kobe, Inland Sea, Yo (

kohama, and Honolulu) J.

THE Twin-Screw Steamship

AMERICA MARU (via

Europe.

Nippon Mard (via

Hongkong, 4th May, 1901.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY Having connection with Company's Mail Stea-mers to Aden, Suez, Poer Said, Messie A. NAPLES, LEGHORN and GENOA, also VENIOR and TRIESTE, all MEDITERBANDAN, ADRIA TIC, LEVANTINE and SOUTH AMERICAN

PORTS up to CALLAO. Taking Cargo at through rates to Pensian GULF and BAGDAD, GISO BARGELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

HE Steamship

" BISAGNO." Captain P. Brusaca, will be despatched as above on SATURDAY, the 11th May, at Noon. At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO.

Hongkong, 7th May, 1901. THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUS-TRALIA, EGYPT, MEDITERRAN. EAN PORTS. PLYMOUTH AND LONDON. Through Passage Tickets granted to Eng. Queen's Building. LIBOUGH BILLS, OF PADING TREAD LOS TRUE LIBRO, LIBRO, LIBRO, MIN TABLE DA CHARLES BATAVIA, CONTINENTAL AND AMERICAN

THE Steamship

"BALLAARAT." Captain C. T. Denny R.R.E., carrying His EUROPE have the choice of Overland Rail Majesty's Mails, will be despatched from routes from San Francisco, including the this for Morseilles and London without tran, Southern Pacific, Central Pacific, shipment on SATURDAY, the 11th May, at | Union Pacific, DENVER AND RIO GRANDE, NOON, taking passengers and cargo for the and Northeen Pacific Railways; also the above ports.

All Cargo for Marseilles and London will be £4 in addition to the regular tariff rate. conveyed direct without transhipment. Parcels will be received at this Office until P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note

the terms and conditions of the Company's Bills of Lading. For further particulars apply to uperintentient.

THE OSAKA SHOSEN KAISHA.

Hongkong, 29th April, 1901

LIMITED. FOR SWATOW, AMOY, AND TAIWANFOO

Company's Steamship AKASHI MARU, Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY the 15th May, of DAVIJGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 1st May 1971. [18] the day previous to sailing. Parcel Packages

AUSTRIAN LLOYD'S STEAM NAVIGA TION COMPANY

SINGAPORE PENANG BANGOON COLOMBO, ADEN, SUEZ, PORT SAID FIUNE AND TRIESTE (Taking Cargo at through rates to the BEAZILE to SOUTH AFRICA, RED SEA, BLACK. SEA, LEVANT, VENIOR and ADRIATIC PORTS)

THE Company's Steamship,

Coptain Moses, will be despatched as above on Acting WEDNESDAY, the 15th Mey P.M.
For information as to Passage, and Freight. Hongkong 24th April, 1901 FANDER, WILLER & CO.

Hongkony, 25th April, 1901. THE OSAKA SHOSEN KAISHA,

MSYDUNDAN FOR FOOCHOW EL SWATOW AND

AMPING MARU! Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 22rd May, at DATEIGHT.

LOUISE J. KENNY, Amr. soh., A. H. Olsen -For Freight or Passage, apply to THE MITSUL BUSSAN KAISHA. PRESIDENT, British bark, R. B. Munro.-Hongkong, Sth May, 1901. 17 SEA WITCH, American ship, Howes.—Maste Hongkong, 30th April, 1901.

#### vessels on the berth

U. S. MAIL LINES.

OCCIDENTAL & ORIENTAL S.S. CO. PACIFIC MAIL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES. MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. "CHINA" ...... SATURDAY, 25th May, at Noon. "PERU" ...... TUESDAY, 18th June, at NOON. "COPTIC" THURSDAY, 27th June, at NOON.
"CITY OF PEKING" SATURDAY, 13th July, at NOON. GAELIC"......TUESDAY, 23rd July, at NOON.

FITHE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO. via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, United the States and Enrope.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and cell at HONO. LULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of the Overland | Kinshiu Mara. Jap. str. 2,389, Herton, May 2,

Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER, RIO GRANDE and NORTHERN and PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other directalines.

Particulars of the various routes can be had on application. Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officia's in the service of the Governments of China and Japan. Obi, British steamer, 1,951, Pinkham, May 7,

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) Shanghai, Nagaaaki, (Thunsday, May 16, are confined and will apply only to Missionaries, members of the the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE .- Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of callin the Orient to the United States, Cauada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twolve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of callin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, vo Overland Railway, to Sullberg, German str., 782, Jessen, April 12, 'Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, Companies' and connecting Steamers. INLAND SEA, YOKOHAMA, and HONO-

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required. rengers for Japan, the United States, and Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold

or over) destined to points beyond San Francisco in the United States, should be sent to the Companies Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is LULU, and Passengers are allowed to break

less than \$100 U.S. gold. For further information as to Passage and Freight, apply to the Agency of the Companies,

ECKLEY,

Hongkong, 6th May, 1901.

ACTING AGENT.

PORTLAND AND ASIATIC STEAM SHIP COMPANY. Agents for and in connection with OREGON RAILROAD AND NAVIGA-TION COMPANY CANADIAN PACIFIC RAILWAY OR PRYMENT of operating the New First Class Steamships

"INDRAVELLI," "INDRAPURA "KNIGHT COMPANION" Passengers holding orders for OVERLAND between HONGKONG and PORTLAND (OR.) calling at SHANGHAI, NAGASAKI, CITIES in the United States have, between San Francisco and Chicago, the option of MOJI, KOBE and YOKOHAMA. the Southern Pacific, CENTRAL PACIFIC, HE Steamshin

> "KNIGHT COMPANION' will be despatched for Portland (Or.) on WEDNESDAY, the 15th May, 1901. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further Information communicate with or apply to

General Agent, SHEWAN, TOMES & CO. Hongkong, 2nd May, 1901.

ALLAN CAMERON,

CALIFORNIA AND ORIENTAL. STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FI

RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO

AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU. TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND

HONOLULU. THE UNITED STATES. MEXICO, CENTRAL AND SOUTH AMERICA, &c.

GEORGE ECKLEY, S.S. " CARLISLE CITY" ... About 16th May. Acting Agent. S.S. "BELGIAN KING" About 10th June. FTAILE Steamship "CARLISLE CITY" will

be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on or about 16th May. Through Bills of Lading issued to any point Neither the CAPTAINS, the AGENTS, nor the | in the United States.

Cargo will be received on board until 5 P.M. DEBT contracted by the Officers or the Crews the day previous to sailing. Parcel Packages of the following Vessels during their stay in will be received at the Office until the same time. All parcels should be marked to address ADOLPH OBRIG, American ship, Amerbury in Inll. Value of same is required.

Consular Invoices, to accompany Cargo des-Chaveetng, British str., J. Barker. - Dodwell | tiped to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diago. For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. NOTICE.

STEAM FOR SINGAPORE. BATAVIA. COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND REVER PLATE

N MONDAY, the 20th May, 1901, at 1 P.M., the Company's Steamship "INDUS," Captain Riquier, with Mails Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. . This Steamer connects at COLOMBO with

the s.s. Polynesien, which vessel takes on her Passongers and Mails, leaving that port on the 1st June, direct to Suez, Port Said and Marseilles. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till . Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 19th inst. (Percels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Com-

pany's Office. G. DE CHAMPEAUX,

Hongkong, 8th May, 1901.

NATAL LINE OF STEAMERS. THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Inpo-CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight For Freight and further particulars,

apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

HONGKONG.

BTEAMERS. Ambria, German str., 2,288, Duckstein, May 4 Siemssen & Co Athenian, British str., 2,444, Mowatt, April 8 G. P. B. Co Benledi, British steamer, 1,483, Clark. May 3

Hughes & Hough Benlomond, British etr., 1,752, Hatton, May 6 Bradley & Co Bisagno, Italian str., 1,510, Pietro, May 5 Carlowitz & Co Barnside, Amr. str., 1.400, Lafflin, April 14 U.S. Government

8, Butterfield & Swire

May 3. David Sassoon, Sons & Co Butterfield & Swire Melohers & Co

Claverdon, British str., 2,085, Parker, May 6, Otter, torpedo-boat destroyer, Lieut.-Comdr. C. Order

P. Mansel, at Weihaiwei

Compania de Filipina, Amr. str., 707, Orts, Phænix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
April 3, Brandso & Co.

Comdr. W. H. Nicholson, at Tongku

Esang, British str., 1,127, Tamplin, April 29, Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,

Lieut.-Comdr. Godfrey G. Webster, West Esmeralda, British str., 966, Blaxland, May 7, Shewan, Tomes & Co Germania, Ger. str., 1,713, Bendixen, May 4, Jebsen & Co

Glenfalloch, British steamer, 1,434, Bainbridge, May 8. Chinese Glengyle, British str., 2,244, Darke, May 3, McGregor Bros. & Gow Guthrie, British str., 2,338, McArthur, May 6,

Gibb. Livingston & Co Hailan, French steamer, 377, Merlees, May 6. A. R. Marty Haiman, British steamer, 636, Davis, May 8, Douglas Lapraik & Co Hangehow, British str., 999, Pearce, Mar. 21,

Butterfield & Swire Hitachi Maru, Jap. str., 6,172, Anderson, May 7, Nippon Yusen Kaisha Holhad, French str., 509, Merices, May 8, A. R. Marty

Hongkong, French str., 862, Paunier, April 19, A. R. Marty Hongkong Maru, Jap. str., 6,159, Filmer, May 7. Tovo Kison Kaisha Irone, Chinese steamer, 826, Kirk, May 2,

Nippon Yusen Kaisha Kong Bong, German str., 862, Fuchs, May 5, Butterfield & Swire Macduff, British str., 1,882, Clegg, May 7, Dodwell & Co., Limited Mausang, British str., 1,643, Warsh, May 8,

Jardine. Matheson & Co. Michael Jebsen, Ger. str., 710, Jossen, May 6, Jobsen & Co. Nanchang, Brit. str., 1,062, Finlayson, Apr. 23. Butterfield & Swire M. B. Kaisha

Petriana, British str., 900, Snape, Mar. 25, Arnhold, Karberg & Co Phranang, German str., 1,021, Calder, May 3, Butterfield & Swire Pyrrhus, British str., 2,281, Walker, May 5, Butterfield & Swire

Quarta, German str., 1,146, Johannson, May 7, Sander, Wieler & Co Sandakan, Ger. str., 1,374, Brandstetter, April 29. Melchers & Co Sarnia, German str., 2,052. Pastow, May 8,

Siemssien & Co Simongan, Dutch etr., 1,818, Sandman, April 18,

Sungkiang, British str., 1,021, Moore, May 5 Butterfield & Swire Taisang, British atr., 1,544, Bradley, May 7, Jardine, Matheson & Co Bradley & Co

Taishan, British str., 1,122, Stovell, May 3, Tritos, German str., 1,033, Clausen, May 5, Chinese Whampoo, British str., 1,109, Laver, April 27, Butterfield & Swire

Wittenberg, German str., 3,600, Hempel, May 7, Wuhu, British steamer, 1,300, Rolb, May 4, Butterfield & Swire Yuensang, British str., 1,123, Rolfe, May 7,

Jardine, Matheson & Co SAILING VESSELS. Adolph Obrig, Amr. ship, 1,262, Amesbury.

Dec. 19, Standard Oil Co Largo Bay, British ship, 1,178, Adams, April 7, Sander, Wieler & Co Louise J. Kenny, Amr. schr., 155, Olsen, Mar. 30. Master President British bank, 768, Munro, April 3,

Sea Witch. Amr. ship, 1,172, Howes, Feb. 21.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boaot, 1,700 tons, 10 guns. 3,000 h.p., Comdr. C. G. F. M. Cradock, at Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p. Comdr. E. D. Hunt, at Hongkong Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Woosung Argenaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Woosung

Astraea, oruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Woosung' Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warronder, at Weihaiwei Blenheim, 1st class cruiser. 9,000 tons, 12 guns,

21,411 h.p., Capt. F. H. Henderson, C.M.G. at Woosung Bonaventure, craiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. J. C. Sawle, at Taku Bramble, gunboat, 710 tons, 6 guns. 1,300 h.p., Lieut.-Comdr. M. Leake, at Wuhu

Brisk, craiser, 6 gans, 5,600 h.p., Comdr. Sir B. any other local print R. S. Wrey, Bart., at Shanghai Britomart, gunboat, 710 tens, 6 guns, 1,300 h.p. Lient.-Comdr. E. A. Baird, at Weihniwei Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, C.B., at H'kong Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr.C. Winnington-Ingram, at Woosung Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9.600 h.p., Capt. P. F. Tillard, at Woosung Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Wei-

Esk, gunbeat, 363 tens, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5.700 hp. in reserve at Honokong Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut.-Comdr. C. P. Beatty Pownall, at

Glory, battleship, 12,950 tons, Captain Frederick S. Inglefield, at Hongkong Goliath, battleship, 12,950 tons, 16 guns, 13,500 ... h.p., Capt. Lewis E. Wintz, at Shanghai Handy, torpedo-boat destroyer. 260 tons, 6 gans, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong Hermione, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, at Hongkong Humber, etereship, 1,640 tons, Comdr. H. J. Davison at Shanghai

Catherine Apear, British str., 1,730, Olifent, Kinsha, rivor gunboat, Lieut.-Comdr. G. B. Powell, on Yangtage Changsha, British str., 1,463, Moore, May 7, Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Hongkong. Cimbria, Danish str., 1,855, Hausen, May 4, Ocean, battleship, Hon. A. G. Curson Howe, at

China, German steamer, 1,113, Voss, May 6, Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p.,
East Asiatic Trading Co., Limited Capt. J. H. T. Burke, C.B., at Woosung Capt. J. H. T. Burke, C.B., at Woosung

Daijin Maru, Japanese str., 899, Ogata, May 8,
M. B. Kaisha
Dr. Hans Jerg Kiner, Norw. str., 691, Larsen,
May 8, Chinese
Emma Luyken, Ger. str., 1.085, Schall. May 4,
East relatic Trading Co., Limited
Empress of Japan. British str., 3,003, Pybus,
May 7, C. P. R. Co

May 7, C. P. R. Co

Comdr. W. H. Nicholson, at Tonggu
Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p.,
Lieut.-Com. A. H. Oldham, at Singapore
Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p.,
Capt. H. C. Reynolds, at Weihaiwei
Plover, gunboat, 453 tons, 6 guns, 1,200 h.p.,
Lieut.-Comdr. Cowper, at Shanghai
Redpole, gunboat, 855 tons, 6 guns, 720 h.p.,
Lieut.-Comdr. Chas. F. Corbett, Kiukiang

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p.;
Comdr. A. W. Hamilton, at Singapore
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. Carr, on West River

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. R. W. Dalgety, at Shanghai Swift, gun-yessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong

Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Porcy M. Scott, C.B., at Weihaiwei Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in . Reserve, at Hongkong Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. W. O., Lyne, at Labuan Wivern, coast defence ship, armoured, 2,750 tons,

4 guns, 1,000 h.p., at Hongkong Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut, and Comdr. Mackensie. at Weihaiwei

Woodcock, gunbout, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. W. R. Watson, at Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.:

Lieut.-Comdr. H. E. Hillman, at Hankow

ANNOUNCEMENT!

SPECIAL

### FIFTY-TWO SHORT COMPLETE STORIES FOR 1901.

THERE are now appearing weekly in the HONGKONG DAILY PRESS & Series of SHORT STORIES written by the leading Novelists.

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BLANCHE WILLS CHANDLER. R. W. CHAMBERS. MRS. L. T. MEADE. SILAS K. HOCKING. HELEN MATHERS. REV. S. BABING-GOULD. ARABELLA KENEAUY. GUY BOOTHEY. MRS, ALEXANDER, MORLEY ROBERTS. THE QUEEN OF ROUMANIA. ALGERNON GISSING. KATHARINE S. MACQUOID. Fergus Hume. MRS. C. N. WILLIAMSON. HALLIWELL SUTCLIFFE " RITA." J. MARSHALL MATHER. KATHARINE TYNAN. A. St. John Adcock. MARY LOVETT CAMERON. WILLIAM WESTALL. ADELINE SERGEANT. FRED WISHAW. JANE BARLOW. TOM GALLON. MAY CROMMELIN. JAMES BAKER. MABEL QUILLER-COUCH. A. J. DAWSON. THE LADY MIDDLETON.

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THE "CEYLON OBSERVER." PUBLISHED DAILY. THE Oldest and Largest Paper in the

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THE WEEKLY "CEYLON OBSERVER," with SUPPLEMENTS containing all Telegraphic Intelligence. Subscription for China, Japan, Itraits, &c., Rupses 10 per annum in advance. Received at

Hongkong Daily Press Office. KOWLOON EXTENSION.

NEW MAP of HONGKONG, KOW. LOON and ADJACENT TERRI-TORIES showing the Boundary under the New Convention, with the Towns, Villages. &c. Prepared from Authoritative Sources and

Printed in Colours. Price 81: To be had at Messrs. KELLY & WALSH, LD. Daily Press Office.

Hongkong. 28th October, 1898. NOW READY.

TOROVINCE OF SHANTUNG. ITS TRADE, POPULATION AND FUTURE

PROSPECTS. Isis, cruiser, 2nd class, 5,650 tons, 11 gans, 9,600 Reprinted from the "Hongkong Daily Press." h.p., Capt. Charles Windham, at Shanghai Price, 50 cents Cash. Messrs. Kelly & Walsh Carlisle City, British str., 3,002, Paterson, May Janus, torpedo-boat destroyer, in reserve, at or Daily Press Office. Hongkong, 31st January, 1900.

INSUE PATO

SHAMES VLUE

(750 fdm

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Do, Deferred .....

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Honorong, 8th May

CLOSING QUOTATIONS

London £83.

V'divostock 2 p.

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AHOY . sarred for

Nagaraki ...

Kagoshima

Koshun .....

Pescudores

Sharp Peak

RATION ..... Canton .....

Hongkong

Victin Peak

Gap Rock ;...

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Tokyo

Kochi

Nagasaki ...

Taichu .....

Koshun .....

Sharp Peak

Amoy .....

Swatow .....

Canton .....

Victim Peak

Gap bock ...

Hainhong ...

Bacolod .....

U. S. James 7 a.

Thermers, 4P.M ...

Barometer

Temperature Humidity Direction of wind

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Hongkong... 10 a.

Kagoshima

Haiphong ... 1

Manita ..... 4 P.

Mulato ..... 3 p.

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daylight, and may be expected nore of	MAILS WILL CLOSE.	The state of	3	
FOR	PER	DAY		
the same of the sa	Hankow	1 (11)	Uth,	7.30 A.M. [8.00 A.M.
Swatow, Singapore and Bangkok	Phranang	Thursday,	Och.	M.A UU,(8
Bangkak	The state of the s			AN AN A
Shanghai	ANALYSIS CONTRACTOR OF SECURE AND ASSOCIATION OF THE PROPERTY		9th,	11.00 A.M.
Swatow and Amoy	TATAL STREET, STATES WAS SALES AND ASSESSMENT OF STREET	Thursday,		
Weihaiwei	The land to be a bear of the state of the st	Thursday,	9th,	5 40 to 60
75	Andrews ILCONSTRUCTOR	Thursday,	9th,	2 mm 2 m 2 m
Singspore, Penang and Calcutta .		Thursday,	. Ith,	A. 16 A.
Shanghai	Irene	Thursday,	9th,	
Singapore	Emma Luyken	Thursday,	9th,	
Latantoo	Kwongsang	Thursday,	9th,	
Shanghai, Kobe and Yokohama		L'huraday,	9th,	5.00 P.M.
Port Darwin, Thursday Island, Cairns, Townsville, Brisbane, St	Cooktown   Quahric	Thursday,	,	
Melhourne	minimum di di	Thursday,	9th.	4.00 P.M.
Hongay	Cherry Harantelle	PA 41 7		
Amov	Cresignation	to the second second	44 . 4	* ***
Canton	Charles and Charles of the Control o	Burter British		
Kobe and Yokohama	Treaties Income	2 5 4 4 6 6 6 6	16th,	AR ARAB
Canton	HOREM	100	10th,	
Bangkok	Rong Deng,	Charles Sales -	10th.	1.00 P.M.
Manila	Sungerany	Friday,	10th.	1.15 р.м.
Macca'	Heungshan	777 1.0	luta.	3.00 P.M.
Kumchuk and Samshui	Tungkong	1 27 1 4	10th.	4.00 P.M.
Manila.	Esmeratua -	Matmutau.	Lith	10.00 A.M.
Singapore, Penang and Bombay	Bisgano	Saturday,	Atth	
		Circulate	44000;	8,00-A-M
EUROPE, &c., India via Tuticoria		Rhointmi	ion	10.00 A.M.
Tata Letters 11.10 to 11.00	A.A. A.A.	THADIST	ntion.	with late
Postaria 10 centra.	Pallagent	foo of	10 0	ents, up to
(Supplementary mail on board	up to the	10 45 A	.M.)	
time fixed for departure of	I rue man !	Panere	· · ·	, 10.30 A.M.
Extra postage 10 cents.)		1 1 mrtans	******	.11.00 A.M
		- n	P P	2.
Shanghai, Moji, Koba, Yokohama	a, Victoria   Kinshiu Maru	Saturday.	11th	3.00 P.M
CHARLES AND THE A	Western warms william	"		. 4 00

Yu	Lengand Daturuny, 11 tu,
Manks	Liftin Mary Buturday, 11th, 5.00 P.M
Swatow, Amoy and Tamsui	
TO THE REPORT OF THE PROPERTY	the same and
Amoy and Shanghai	Wednesday, 15th,
22,003	
	Registration 9.45 A.M
EUROPE, &c., India via Tuticoriu	(Registration, with lat
(Late Letters 10.55 to 11.15 A.M. Extra	rinz Heinrich fee of 10 cents, up t
Postage 10 cents)	19.30 A.M.
Topica to committee	Letters 10.45 A.M.
	Wednesday, loth,
Tony Voyage Vo	Registration 9.45 A.M
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,	Regreciation orto and
VICTORIA and VANCOUVER, B.C.	(Registration, with lat
(Supplementary mail on board up to the > 197	mpressof Japan (iee of 10 cents, up t
time fixed for departure of the mail; Ex-	10.30 A.M.)
tra Postage 10 cents.)	Letters 10.45 A.:
Din I dotte a service	Thursday, 16th,
Wayne Vayage Wayn Vayage Way	Registration 10.00 A.1
SHANGRAL, NAGASAKI, KOBE, YOKOHAMA,	Together with a let
The same of the truly and a research and the same of t	(hegistration, with lat
(Supplementary mail on board up to the	longkong Maru ( 100 of 10 cents, up 1
time fixed for departure of the mail.	10.45 A.M.)
	14

TO-DAY Sale, Miscellaneous Goods, Sales Rooms, Mosers, Hughes and Hough, noon. Officers of the R. W. F. At Home, Murray Barracks, 3 to 6 p.m.

Extra Postage 10 cents.).....

B.C. and Seattle, U.S.A.

#### COMMERCIAL.

CLOSING QUOTATIONS.

	CLOSING QUOTATIONS.	
	WEDNESDAY, Sth May.	]
Ox	LONDON —	-
	Telegraphic Transfer 1/11112 Bank Bills, on demand 1/112	1
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4	Rank Rills, at 30 days sight \	ļj
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	Credits, at 4 months sight	1
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143	Paris.— Bank Bills, on demand	Ì
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DA	IL KARATERI, INC. STATE OF THE	
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(	Quotations are: Allow co net. to 1 catty.	
M.	then New 8830 to - per picul.	

#### VESSELS EXPECTED.

Maiwa New

Malwa Old ......\$840

Malwa Older ..... \$860

P. P'per-wrapped...\$820

Persian fine quality \$850

Persian extra fine ... -

Patna New .....

Bonares Now .....

THE ENGLISH MAIL. The P. & O. steamer Bengal left Singapore for this port on the 5th inst., at noon, with the outward English mails, and is due here on the 10th inst., at about 6 a.m. THE GERMAN MAIL.

The Imperial German mail steamer Hamburg. carrying the German mails with dates from Berlin of the 15th ult., left Colombo on the 5th inst; p.m., and may be expected here on or about Tuesday, the 14th inst. THE AMERICAN MAIL.

The P. M. stenmer China, with mails, &c., from San Francisco to the 17th ult., wa Honolulu, has arrived at Yokohama, and left for this port on Wednesday morning, the 8th inst., via Inland Sea, Kobe, Nagasaki, and Shanghai. The O. & O. steamer Doric, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 25th ult. THE CANADIAN MAIL.

The C. P. R. steamer Empress of China left Vencouver on Tuesday, the 7th inst., for this port via the name! Japanese ports of call.

MERCHART STEAMERS. The C. & O. atemate Bergenhus left Moji on the 2nd inst. p.m., and is due here on or about 8th inst.

10.45 A.M.) The N. Y. K. steamer Milke Maru (Bombay Line) left Bombay via Singapore for this port on the 29th ult., p.m., and is expected to arrive

Saturday, '11th, 4.00 P.M.

Saturday, "11th, 4.00 P.M.

here on the 17th inst, am. The N. P. steamer Victoria has arrived at Yokohama, and sailed for Hongkong on the 1st

The N. P. steamer Tacoma has arrived Yokohama, and sailed for Hongkong on the st inst.

The Barber Line steamer Heathburn left New York on the 31st March for Straits, Hongkong, Ohina and Japan The C. & O. steamer Belgian King left San

STEASIERS PASSED THE CANAL. OUTWARD, -2nd April .- Sutherland, Oslo. 4th April .- Orel. Oth April .- Oak Branch, Ranza, Glenartney, Claverley, Gloucester City. 12th April - Eidsvold, Folmina, 16th April. -Machaon, Easingwold, Achilles, Ville & Alger. 19th April .- Bengloe, Nurnberg. 23rd April .- Plassy, Benmohr, Hamburg. 26th April. - Coulsdon, Wokasa Maru. April. - Prometheus, Auchenarden, Dragoman, Strassburge Heathburn. 3rd May .-Glenlocky, Stentor, Java, Maria Valerie, Laisand, Maria, Lindenesall, Redeross. HOMEWARD, -16th: April - India, 19th April

-Banca. 26th April -Stuttgart. 3rd May. - Ernest Simons. Dairy Farm Co., Ld. ..... ARRIVALS AT HOME. - 3rd May: - Juleopolis, Morania, Pathan.

PASSENGERS.

ARRIVED. Per Changsha, from Australia, &c., Rev. H. Smith, Mrs. Smith and child, Mrs. Stett, Messrs. C. Schultz, J. E. Carter, F. Glass. T Glass, McClaren, Stephons, Mrs. Coats' and two children, Mr. and Mrs. Grant, Mrs. L. Clark, Mesers. H. Isorakai, Nishumass, Hebue

and Bowman. Per Haimun, from Coast Ports, Mrs. Phipps and three children, Mrs. McKinley, Mrs. Reid, Messrs. Bulloch, Gibbs, Borrows, Xavier, Piguerado and Antonio Osovia.

Per Mausang, from Sandakan, Mr. Crakan-

Per Carlisle City, from San Francisco, &c., Mr. and Mrs. G. Dettrich and two children.



AT THE ROBINSON PIANO CO., QUEEN'S ROAD CENTRAL

Goods.

NOTICE.

Hongkong, 3rd May, 1901.

TO THE PUBLIC AND OFFICERS OF

When in MOJI, go to THE AMERICAN HOUSE. Where good European Accommodation can be obtained at Yen 3 per day.

Address - NISHI HON-MACHI, ITCHOME. Moji, 17th January, 1901.

MARINE INSURANCES. \$50 40 p. ct.=\$20 for 1890 \$320, ardes Union Ins. Society, Ld. ..... 10,000 16p.ct. for yr. end. 30 4 00 \$58. China Traders Ins. Co., Ld. 24,000 Int.T.9.23=£1.5at2/84 } Tls. 175, ex div. F.Tls.8.82=£1.5at2/10 } North China Ins. Co., Ld. \$60 86=10 p. et. for 1897 ... \$125, ex div., buyers Yangtere Ins. Assocn., Ld., 850 812 for 1899 ..... \$170, buyers 10,000 Canton Insurce, Office, Ld.,. \$20 5 per cent. for 1805..... Straite Insurance Co., Ld. .. FIRE INSURANCES. \$50 \$24 for 1899 ..... Hongkong Fire Ins. Co., Ld. \$20 \$6 for 1899 ..... China Fire Ins. Co., Ld. ..... \$100 20,000 SHIPPING. \$1.20for halfyearended \ \$35, sales Hongkong, Canton and 80,000 31-12-1900 30 c. Bonus ) Macao S. B. Co., Ld. ... £10 | ip.ct.int.on account of 00 \$140, sales Indo-China S. N. Co., Ld. 130,000 \$50 | 5 per old share | =10 p. | \$66, buyers \$10 32 pernewshare | c.for 00 | \$53, buyers China & Manila S. S. Co., Ld. 12 per cent, for year } 851, saler Cougias Steamship Co., Ld. Fin.of3p.c.macingicall) 212. China Mutual S. N. Co.; ) Sp.c.for OCompre.sha. \ 212. 20,000 Limited, Preference.....) Fin.div.of lop.c.making Do. Ordinary ..... in all 15 p.c.onsha. 00 £10 £5 ( \$1.05,=12 p. ct. for } | \$241, sales & burers, Star Ferry Co., Limited . year ended 30 400 ) \$10, sellers Int. of 5 p. cent on. 1 23, sellers Shell Transport & Trading 2,000,000account of 1900 ..... Co., Limited ..... REPINBLES. Final of \$91. making China Sugar Refining Comin all \$12 per share pany, Limited ..... Luzon Sugar Refng. Co., Ld. \$63, sales Punjom Mining Co., Ld.... 60,000 Do. Preference Société Fran. dos Char-Fs.250 Fs.250 16,000 7 conts sellers 400,000 25 cts. 25 cts. (5p. ct. half year end. ) Jelebu Mining and Tra-45,000 31.7.94 (conpoñ 9) ding Company, Ld. ..... ('luling, per share 45 ( \$32, sellers Raub Australian Gold ets., 12thdiv. ... Mining Co., Limited ... Olivers Freehold Mines, \$31 None ...... \$150. B 45,000 Limited ..... DOCKS, WHARVES, &C: 10 p. c. & 14 p. c. bonus, } Hongkong and Whampon h venr31·12 00 old capt. Dock Co., Limited ...... Final of 5 p. cent on | S101 buyers Hongkong and Kowloon 30,000 account of 1000 ..... Wharf and G. Co., Ld. (Int. of Sli Final) for 1900 == 22 p. ct. \ \$63, buyors Wanchai Warehouse and Storage Co., Ed. .......) \$61 | 35 per cent: for 1899 ... 6,000 New Amoy Dock Co., Ld. LANDS, HOTELS & BUILDG. Sico | Final 56 on account 1900 \$200, sellers Hongkong Land Investment & Agency Co., Id. \$30 \$1.30 for 1900 .....\$30, Kowloon Land & B. Co. .... Final \$1.75 on acct. 1900 | \$55, sales West Point Building Company, Limited ...... ( 10 p. ct. for half year }. Hongkong Hotel Company, ended 30'2-1900' ... 850 | 8 p. c. for | year 31/12/00 \$80, sellers Oriente Hotel, Manila..... \$10 St per share for 1900 ... \$132, buyers humphreys Est. & Fin Co. COTTO N MILLS. (3) p. ct. for period ? Tls. 40, buyers Ewo Cotton, Spinning and onding 31 10 97 ... Wenving Co., Ld..... 10,000 Tis100 Tis100 3 p. ct. on account '98 Internatni. Cot. M'fg. Co., Ld. 14 p. et. on account } Laou-kung-mo w Cotton Spin & Weav. Co., Ld ... ) 14 p. ct. for poriod) Soy Chee Cotton Spinning } 2,000 [Pla500] Pla500 ending 31 12 07 ... ) Company, I.d. 7,500 Fis100 Pis100 None ...... Tis. 25, sales. Diego for Japan and Hongkong on the 24th alt. Vahloong Cot, Sp. n. Co., Ld., Hongkong Cotton Spin., \$100 None ..... \$71. Weav. & Dye. Co., td ... } MISCELLANEOUS \$10 Sp. c. for 1900 ............ \$191, buyers Groon Island Coment Co. \$15 25 per cent, for 1900 ... \$38. 7,500 China Borneo Co., Ld. ..... Int. 5 per cent. for 317, buyers S. Watson & Co., Ld.,... 60,000 810 70 cents per share... } (\$12), sales 7 cents per share ... ) | \$6.90, sollers Hongkong Electric Co., Id. ... 30,000 9 p. ct. for 1800 ..... \$135, buyers Hongkong and China-Gas') 7,000 Company, Limited. \$50 820 per cent. 1900 ..... \$3571. Hongkong Pope Mig. Co. . 10,000 825 15 per cent, for 1900 . \$55, sellers 0,000 Geo. Fenwick & Co., Ld .... \$25 Int. \$10 p.s. on act. 1900 \$1721, buyers 5,000 1,250 Hongkong Ice Co., Ld. \*(\$14 for year andel . \$225, buyers Hongkong High - Level 30:11:1900 ...... Tramways Co., Ld. ..... \$7. First year ..... \$7. Hk.Steam Water boatCo., Ld. \$3 \$1 per sliaro ...... \$7, buyora \$20 \$1 for 1899 ..... \$7.

> VERNON & SMYTH, PROKEES. CARBOLINEUM-AVENARIUS

\$30 16 per cent. for 189J

\$10 12 per cent. for 1800

None \$1

[ \$29 [ caded 31-5-1900] \$20.

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\$20 Int. div. 30 ets. p. share \$19; buyers

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On the cth at 12.12 p.m. The tarometer has risen slightly on the E deast of China, and remains steady on the S coast. I ressure is relatively low over the S and SE coasts of China, with unsettled weather on the China coast generally. Fore-cast;—variable winds, moderate; squally, thunder storms. MESSES. PALCONER CO.'s REGISTER, Sth May Barometer 9A.M. .. 29.82 Therm, 9 A.M. (Wetbalb) Barometer IP.M. 20,80 Thorm, L.P.M. (Wetbulb) Baromers, 4r.M., 29.75 Therm, 4 r.u. (Wetbalb) 76 70 Therm, Maximum..... 76 Therm, Maximum over-Tar highty ........ day 4 p.m. at 10 a.m. LOW WAIEN Houghong Height Dr. J. Spencer House

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